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No, it's the Maryland Midland

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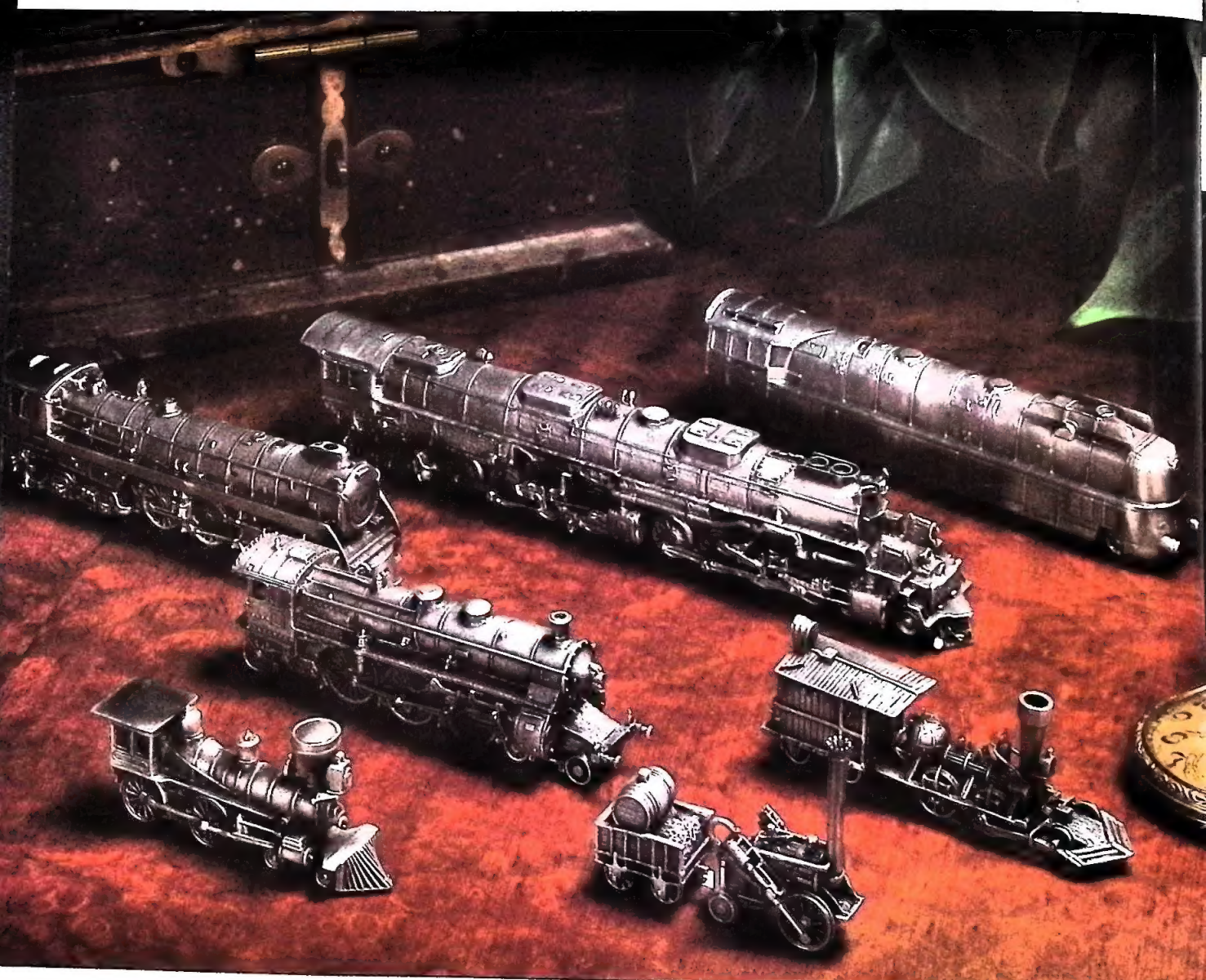

Pewter miniatures shown actual size.

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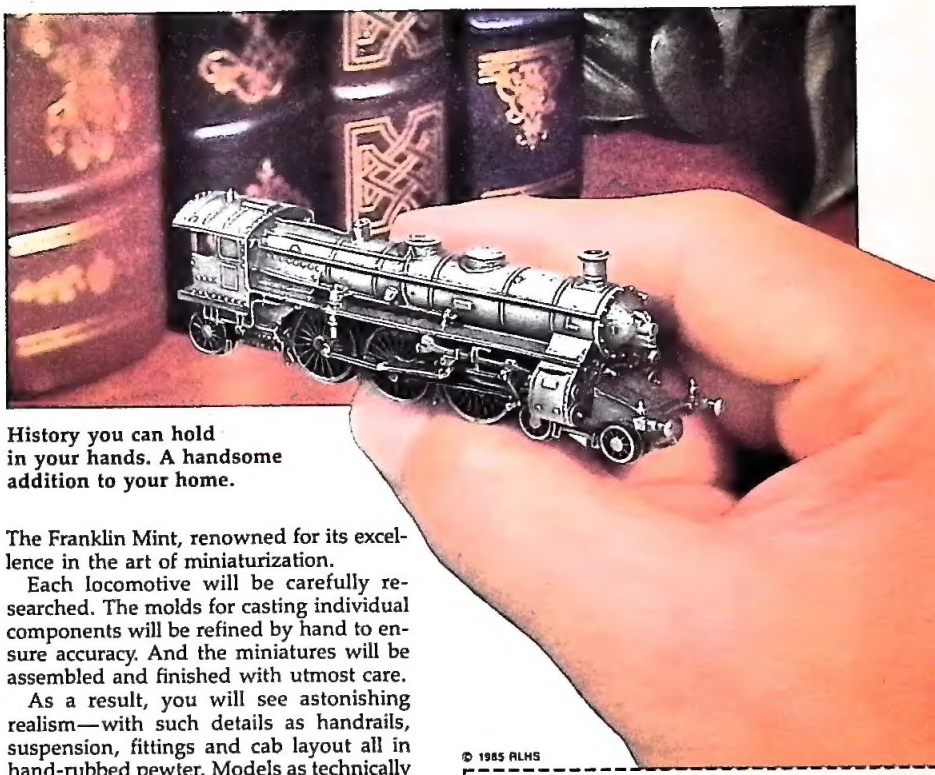

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From the Publisher's desk: View from the cab

At the July 1985 National Model Railroad Association (NMRA) convention in Milwaukee, I kept Saturday open so I could take in the C&NW fantrip to Kenosha. Ten buses took us to C&NW's Butler Yard where our train waited. A new C&NW inspection car and an early GP7 were spotted for photos. It was the kind of engine that makes me yell at Boyd when he puts it on the cover: dirty and weathered.

The consist was unique with C&NW 4-6-0 No. 1385 on the head end, followed by an auxiliary tender, three Pullman green heavyweights, two F7s (needed only for HEP) and six RTA bilevels still in their original C&NW yellow and green paint.

The round trip was only about 50 miles, running from Butler Yard to St. Francis, cutting over on the Proviso line to Bain, then to Kenosha, and back to Butler Yard on the route of the *400*. Commuter service from Chicago to Kenosha is now handled by RTA, with Amtrak running the Chicago-Milwaukee service over Milwaukee Road trackage. The first runby was a neat touch, splitting into two trains with the 1385 and the three old cars running first, followed by the two "Executive" F7s and the bilevels. While we ate our box lunches, it was ten-mile-an-hour running into Kenosha, where we stopped at the small engine terminal and depot, making an unauthorized inspection of the nearby 400 Club in a search of railroad artifacts. We could see the sprawling, troubled American Motors plant, an important revenue producer for the C&NW and a vital industry to Kenosha. Son Henry's Carthage College could also be seen through the trees.

At Racine, one of the Mid-Continent Railway Museum people came by at the photo stop, bellowing that the first one to raise his hand and donate $30 could ride the cab back to Butler Yard. Up went my hand, and I was soon stomping up to the venerable 1907-vintage steamer which Jim Boyd had been photographing a few weeks earlier as she headed up the Baraboo Circus Train (see page 66).

It was my first steam cab ride since the footplate of the BR *Black Prince* in England, and I had a ball. The 1385 is not an easy riding engine, and I realized that I had finally found a means of locomotion rougher riding than my '50 Morgan motor car. This Ten-Wheeler has no mechanical stoker, and as the fireman threw coal through the butterfly doors, a blast of hot air hit my legs. There was very little smoke in the cab, but the dust and pollen did cause a headache after the two-hour ride. I also picked up three bee bites, probably from stomping around at the runby. But as the gal in the Frusen Glädjè ice cream commercial says, "I'd do it again!".

C&NW R1 1385 is owned by the Mid-Continent Railway Museum and is a gorgeous hunk of iron. I learned that she is still rated at about 75% of her original power. On the main she loped along with her train at about 35 m.p.h. Of interest next to the engineer's seat was a "black box" labeled EMD which permits the steamer to m.u. with diesels if necessary. The cab is also a perfect spot from which to view the left-hand, English-style running for which the C&NW is famous (though that left-hand running came about when the C&NW was double tracking its Galena Division and decided to keep the eastbound track next to the depots, which had already been built on the north side of the then-single-track line, it offered more convenient shelter for Chicago-bound passengers waiting for their trains.

TRAIN MPA

RAILFAN & RAILROAD

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Cover

There is something absolutely regal about a Union Pacific steam locomotive, and that image is captured by Challenger 3985 as she begins her back-up move after posing for "roster shots" during the second photo stop of the May 26, 1985, Rocky Mountain Railroad Club excursion over Sherman Hill. Read all about it, beginning on page 38. Kodachrome by Jim Boyd.
Freshly lettered Western Maryland, ex-Milwaukee FP7 97C pauses alongside the Chessie/WM depot at Highfield, Md., working the daily Maryland Midland road job up from Union Bridge on August 2, 1985, in the company of an ex-BN SD24. For the story of the Maryland Midland, see the article beginning on page 50. Kodachrome by John Meise.

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Fanmail

Adventure after dark

Well, all *right*! "The Night Before the Arrows" was every bit as good as Link's 1950s N&W classics—and that's saying plenty. My highest compliments to the Rails After Dark crew. Winston himself should be proud of the way a new generation is carrying on his great innovations. As jazzman-author Mezz Mezzrow might have said, "They stole the riffs and stole them good, like Robin Hood." Their control of exposure and shadow is truly impressive—the scenes really *look* like night, reminiscent of those deeply-shadowed b&w movies of the late 1940s. The synchronized flash makes the bystanders look so "real."

I met Howie Pincus one evening at Summit in July '84 and again at Gladstone with Bob Hart on the night of August 23-24, the eve of "D-Day," and found them to be extremely knowledgeable photographers and very nice fellows—sometimes nice guys do finish first. They'll be amused to learn that shortly after they left, I was subjected to a roaring Parris Island-toned grilling from a very young, very short and *very* agressive Gladstone village policeman: "You're taking pictures of *trains*!?! *Why* in the middle of the night?"

"So I could take some night shots...".

"At *four* in the morning?"

I finally got him calmed down somewhat by showing him my trunkload of photo gear and the July '81 R&R I had along for reference, but he must have wasted 25 cents worth of his employers' gas flooring his radio car as he drove off shaking his head.

This was in contrast to the N.J. Transit police and other local cops I encountered from time to time that summer, who couldn't have been nicer. Of course I observed safety rules thoroughly and didn't try to crash heavily restricted areas.

HOWIE SHOTTENFELD
Jamaica, N.Y.

LS&I and family travel

I just finished reading Sandy Burton's fine article on the LS&I in the July issue, and it brought back fond memories of my visits to Escanaba and Marquette in 1967 and 1968 while I was a student in railway civil engineering at the University of Illinois.

The LS&I was operating several daily jobs between Eagle Mills and Republic Mine, and those trains ran without cabooses back then. The LS&I was giving Soo Line two trainloads of ore daily for movement to Soo's dock in Marquette, which I was told loaded ships two hours faster than the LS&I dock. The Soo was using a pair of old Baldwin roadswitchers to shove cars onto the dock (that dock is out of service now).

Your biographical sketch on Sandy mentioned a couple of his tricks for keeping peace in the family while railfanning on vacation trips. I also have two daughters (ages 4 and 1), and here are a few additional tips that might prove helpful to other railfans with families: We normally tent-camp on our trips, and I have discovered several campgrounds close to railroads (three we have stayed at recently are the Springfield KOA located next to BN's Springfield-Tulsa ex-Frisco main line at Springfield, Mo.; the Hickories Park Campground at Owego, N.Y., next to Conrail's former-EL main line; and the Highmeadow Camp at Hershey, Pa., next to Conrail's ex-Reading main line).

While traveling we try to stop at least once a day at a playground to let the kids burn off energy, and, surprisingly, there are a lot of playgrounds near the tracks. In suburban St. Louis we have Kirkwood Depot Park next to the busy MP route to Kansas City, also used by SSW. On our trip to Florida this May we stopped at a nice playground in Auburndale next to Seaboard's Tampa-Jacksonville main. They even had an observation platform for the kids to stand on to watch passing trains! Jesup, Ga. also had one of these platforms just south of the old Seaboard depot.

Unfortunately, long waits for trains at those "perfect" photo locations are taboo on our family trips. Oh well, I saved a lot of money after the kids were born because my consumption of 16mm movie film dropped by 75%!

CLYDE L. ANDERSON
St. Louis, Mo.

O&W hood units

I enjoyed your account of transforming an ex-Conrail U30B into an "O&W" unit, and the results were spectacular! The "Old Woman's" paint scheme looks quite contemporary on the GE carbody. But I must take issue with the statement that the O&W never had a road switcher to give you a clue as to how the scheme would be applied. There were both GP7s and GP9s, but for some reason they were all lettered QUEBEC, NORTH SHORE & LABRADOR and hidden away in Canada, probably to foil creditors. In later years some were relettered Bellequip and leased to other railroads to further cloud their true identity.

Seriously though, you might take a look at a QNS&L unit to see what an O&W Geep might have looked like. Now, how about those Lackawanna GP38-2s and SD40s lettered for "Algoma Central?"

J.C. SMITH, JR.
Jamaica, N.Y.

Those QNS&L units are, indeed, based on the O&W scheme; like the Algoma Central, it's another example of EMD/GMD stylists swapping paint schemes—J.B.

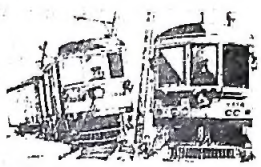
Hotel in Crestline

I am searching for photos of the old railroad hotel which stood near the crossing of the PRR and NYC in Crestline, Ohio. My maternal grandmother ran that hotel, and my mother would love to have some pictures. I believe it burned down in the late 1930s. If anyone knows of some railfan books or magazines that might have photos in it or have pictures themselves, I would greatly appreciate hearing from them.

CAMMIE RAFFEY
1032 S. Ogden Street
Denver, CO 80209

Black Power

I enjoyed your recent series on EMD paint schemes, and gloried once again in those wonderful streamliner colors. Unfortunately, the streamline age is long gone, and the impact of bright, flashy colors on locomotives is not the same, especially when freight trains



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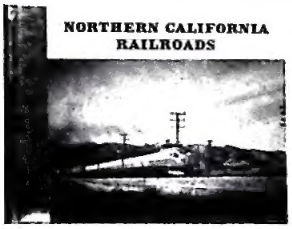

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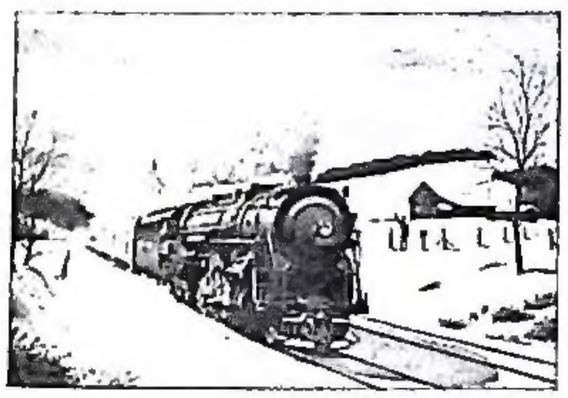
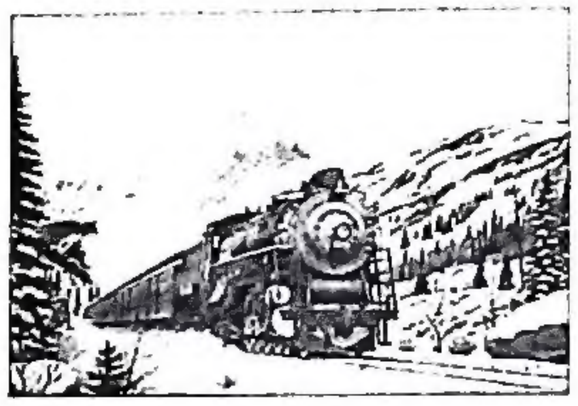


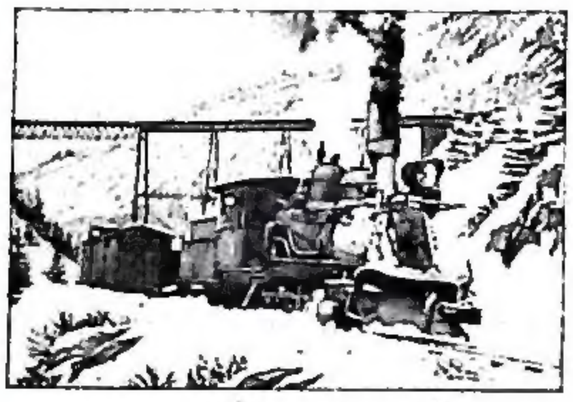
5044 INDIANA WINTERSET
To those we love and see each day and other loved ones... Merry Christmas and Happy New Year!—*artist H. Fogg*

5083 COLORADO EAGLE
May Christmas bring Friends to your Fireside, Peace to your Pathway...
—*artist Mike Danneman*

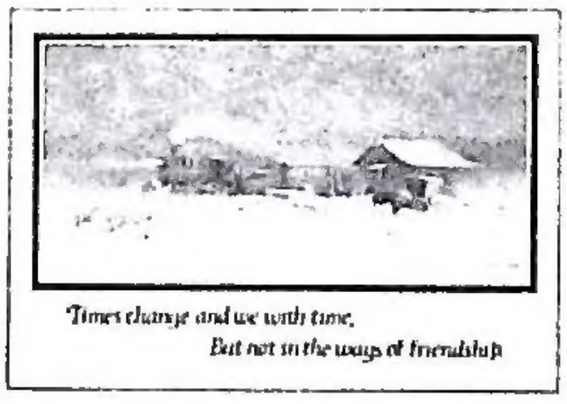


5072 ROCKY MOUNTAIN SUNRISE
Merry Christmas and a Happy New Year—*artist Howard Fogg*

5085 RIO GRANDE SOUTHERN COMIN' AROUND THE BEND
Merry Christmas and a Happy New Year—*artist James Starr*

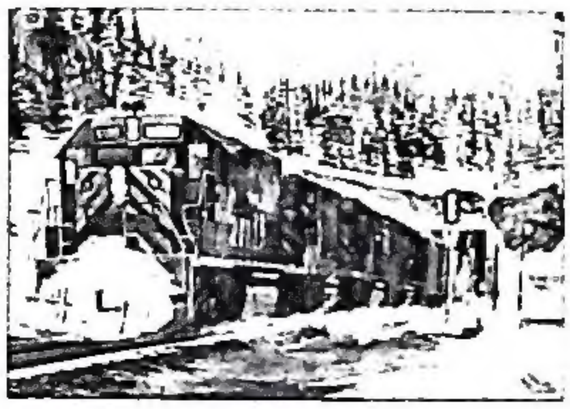


5079 GEORGETOWN LOOP
Merry Christmas and a Happy New Year—*artist Jan P. Rons*

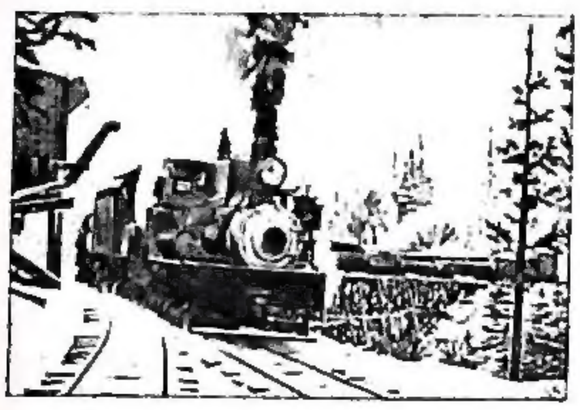


5077 HOME FOR CHRISTMAS
Let us keep Christmas...for its meaning never ends and its spirit is the...joy of Remembering Friends—*artist C. Smith*

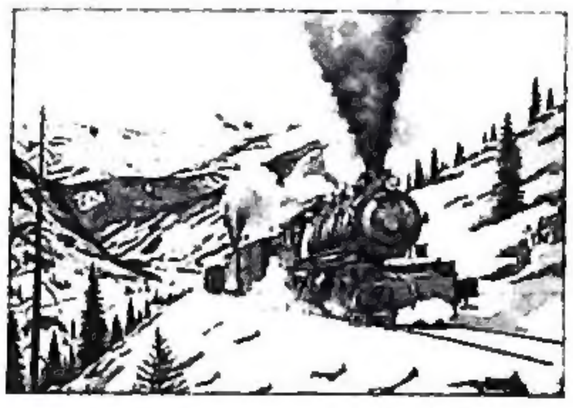
5005 THE GG-1 ON A CHRISTMAS RUN May the Peace and Happiness of the Christmas Season abide with you... all the Coming Year—*artist H. Fogg*



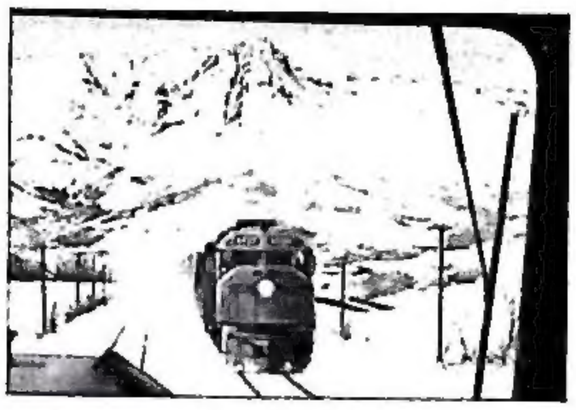
5084 TENNESSEE SUMMIT
With every good wish for Christmas and the New Year—*artist Jan P. Rons*



5068 WINTER ON THE WEST SIDE
Merry Christmas and Best Wishes for a Happy New Year—*artist Jan P. Rons*



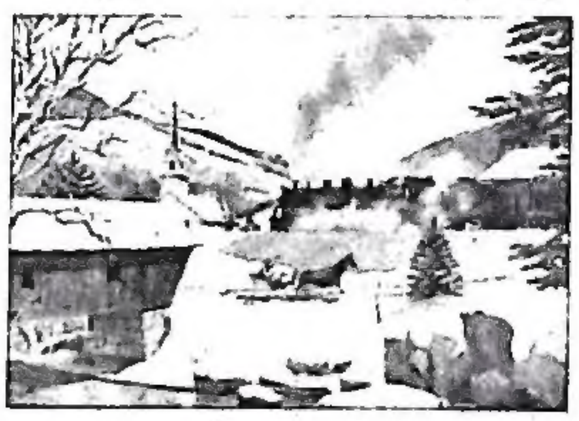
5078 MOFFAT MALLEY MOUNTAIN CLIMBER May you and yours this Christmas Day and every day this coming year be blessed...—*artist Fogg*



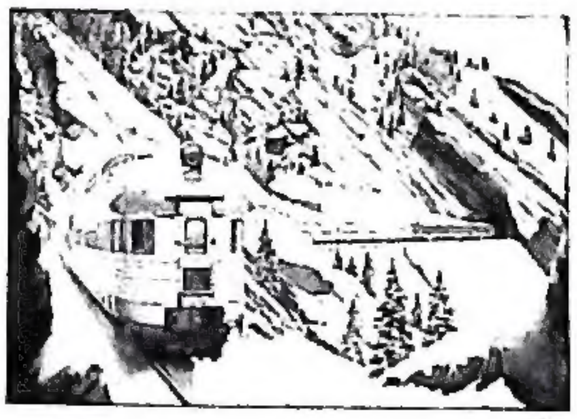
5081 CENTENNIALS MEET IN WEBER CANYON Merry Christmas and a Happy New Year—*artist Mike Danneman*

5037 ALASKAN MONARCH
May Peace be your Gift at Christmas and your Treasure throughout the New Year—*artist Howard Fogg*

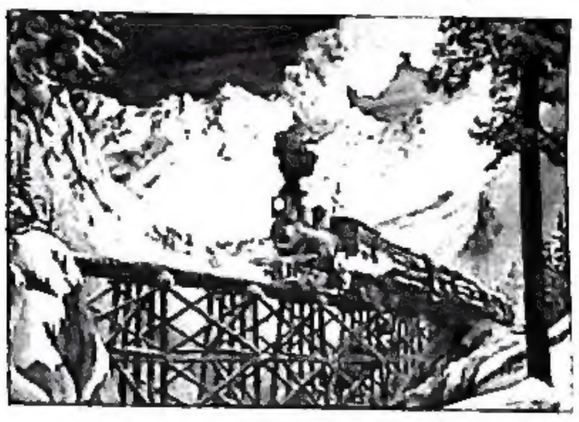
5018 OLD-TIMER OF THE ROCKIES
May there come to you at this holiday time...Health, Happiness, and Enduring Friendships—*artist Howard Fogg*



5002 HOLIDAY LOCAL TO THE NORTH COUNTRY Peace and Good Will at Christmas and through all the New Year—*artist Howard Fogg*



5065 THE CALIFORNIA ZEPHYR
With every Good Wish for Christmas and the New Year—*artist Howard Fogg*

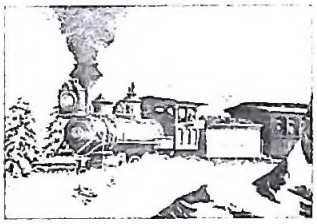


5087 BRADLEY LOGGER HEADS FOR HOME ...Let us keep Christmas holding it close to our hearts...its meaning never ends...—*artist J. Starr*

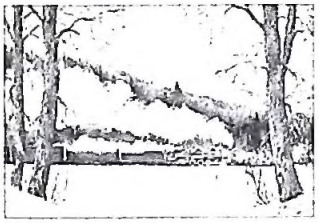
LEANIN' TREE

Box 9500-T-NK30, Boulder, CO 80301

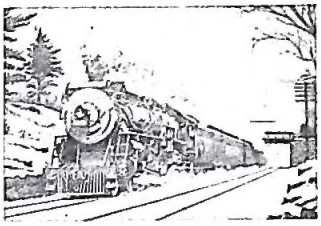
5048 CHRISTMAS TRAIN Whatever else changes through the years, the glory of Christmas remains... May its light...bless you...—*artist C.J. Smith*



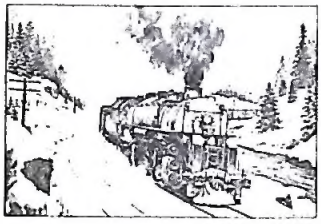
5050 To those we love and see each day and other loved ones far away... Merry Christmas and Happy New Year —*artist R.E. Pierce*



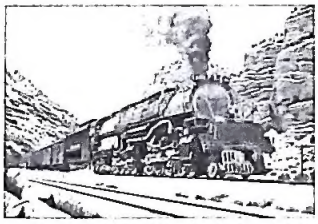
5086 BRINGING HOME THE TREES May there come to you at this holiday time an abundance of...Health, Happiness...—*artist Keith Fay*



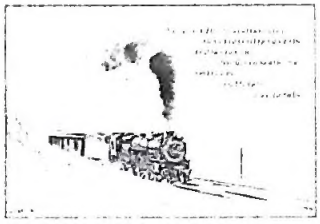
5054 THE YANKEE CLIPPER Merry Christmas and a Happy New Year —*artist Howard Fogg*



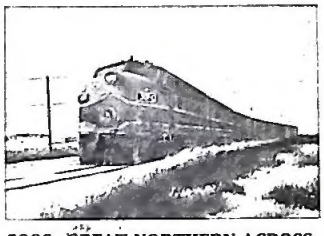
5053 BLUE MOUNTAIN WINTER-1940 Wishing you a Blessed Christmas and Happiness throughout the New Year—*artist Howard Fogg*



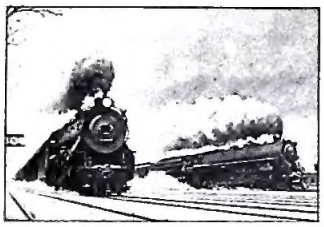
5082 BIG BOY IN ECHO CANYON Merry Christmas and a Happy New Year—*artist Howard Fogg*



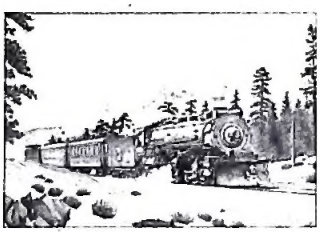
5066 THE AMERICAN ON A HOLIDAY RUN With every good wish for a Merry Christmas and a Happy New Year—*artist Gil Reid*



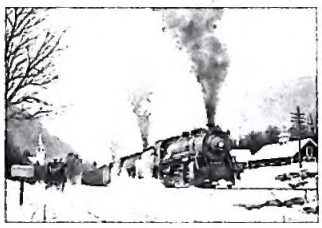
5080 GREAT NORTHERN ACROSS THE HIGH-LINE Wishing you an abundance of the good things...at Christmas...—*artist R.E. Pierce*



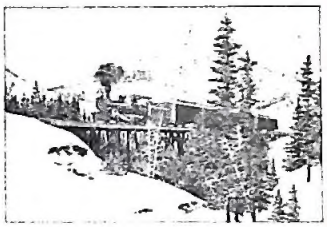
5034 THE GREAT DAILY RACE OF THE BROADWAY AND CENTURY Merry Christmas and a Happy New Year—*artist Howard Fogg*



5043 THE LOGGERS' SPECIAL May Christmas bring Friends to your Fireside, Peace to your Pathway... and Good Health...—*artist H. Fogg*



5038 THREE FOR THE HILL This brings a prayer at Christmas time that God will always bless...you and those you love...—*artist Howard Fogg*



5055 May Christmas bring to you the music of laughter...the warmth of friendship and the spirit of love —*artist Jodie Boren*

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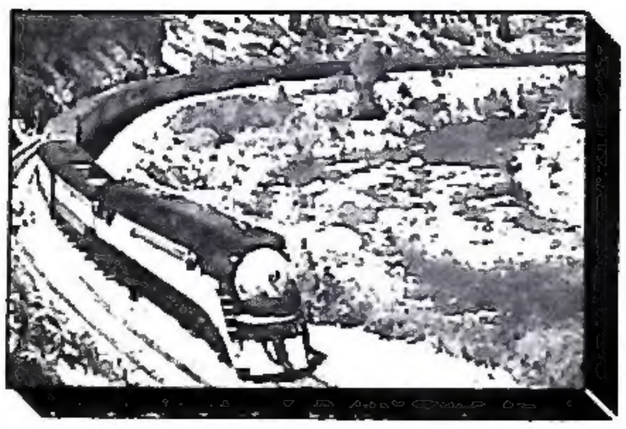

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now are whole hodgepodges of pastel colors, and the engines often look like just more freight cars.

So often panned in the railfan press is the *black* diesel, but I would now stand in its behalf. This is a machine with sex-appeal. There is just something undeniably awesome about a big, black locomotive, steam or diesel. Just because people persist in running into trains at crossings, do the engines have to look like garbage trucks? In a day of hideous hash marks and cutesy amber blinkers, I find the bold, black engines of Norfolk Southern and Rio Grande a welcome perpetuation of a more dignified, more satisfying, "railroady" aesthetic.

KURT ARMBRUSTER
Seattle, Wash.

Clevelands in Canada

Over the past few issues I have enjoyed the articles by Win Cuisinier on General Motors Cleveland Engine Division. It has also been very interesting reading the letters which these articles have generated. I would now like to throw in my two cents' worth, better late than never.

I work as a Technical Investigator for Base Supply in CFB Halifax. This provides lots of exposure to the various types of equipment fitted on our warships and auxiliary vessels. GM, Fairbanks-Morse and Alco are well represented.

The reserve training ships *Porte St. Jean* and *Porte St. Louis* have Alco 6-538 main engines. On the 280-class destroyers are 500-kw generator sets driven by ten-cylinder Fairbanks-Morse 38F-5¼ O.P. diesels. The research vessels *Quest* and *Bluethroat* have 38F-8⅛ O.P. engines.

On the west coast we have minesweepers with Cleveland 12-278A main engines. These are possibly stainless steel engines. Our *River* class destroyers all have Cleveland 6-268A ships service generators. Also three and eight cylinder 268As are found in other applications. The 268As are very dependable, hard working engines providing many hours of service between overhauls.

Although Hatch & Kirk owns the parts rights to the 268A and 278A, they subcontract the actual manufacturing by tender. We have problems with some of these parts, particularly conn rod bearings, not meeting the original GM tolerances and specifications, resulting in premature bearing failure. Rumor has it that some of these bearings were made in the Philippines.

Also, if I may, a quick comment on July's CAMERA BAG: My solution for the situations such as bright snow is to use a hand-held "incident" light meter, particularly on sunny days. This measures the light falling on the subject. For ASA 64, 1/250 f8 etc. will give the right exposure regardless of snow.

G. BRUCE HOLLETT
Halifax, N.S.

Camera Bag advice

While traveling in Germany last month, I noticed one bright sunny day that my light meter was not giving me the reading I expected. The previous few days had been overcast and rainy, so I had not noticed the failing battery. Since I could not check or replace the battery, I decided to rely on my good experience with your daylight standard of f 5.6 at 1/500. The slides are back and beautiful.

Your advice, so often mentioned in CAMERA BAG, saved at least a roll of priceless vacation pictures. I won't ever leave home without it.

ROSS HUNTER
Orange, VA 22960

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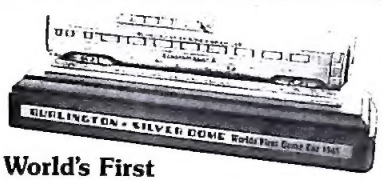

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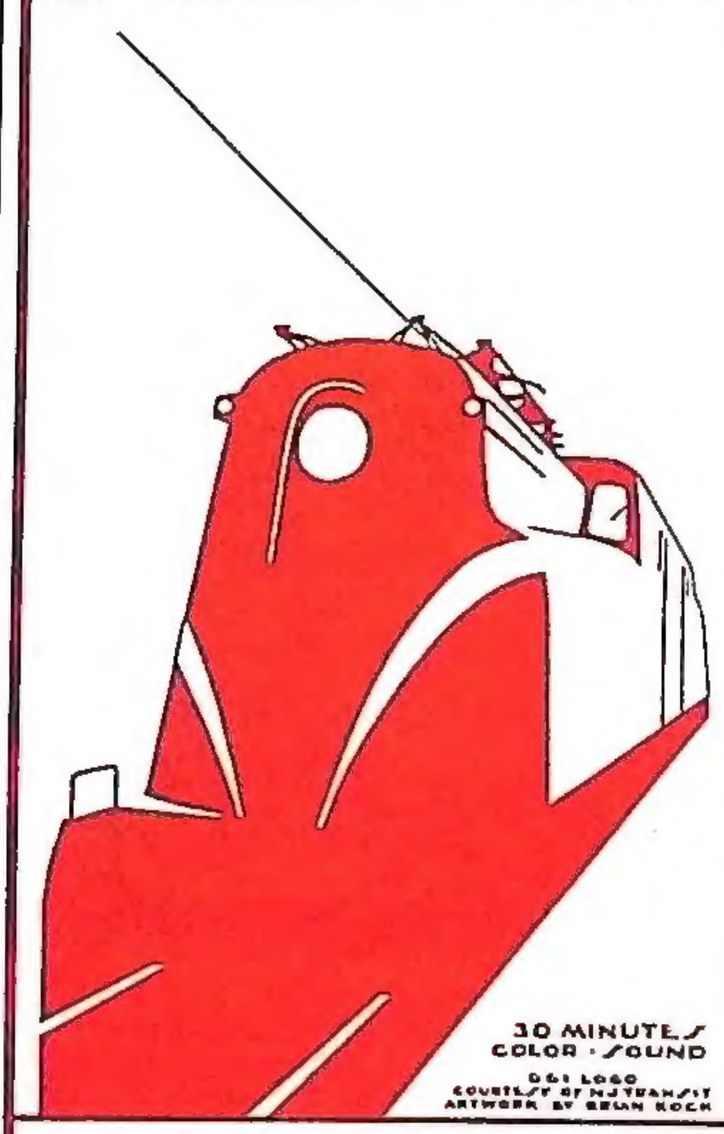

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RAILFAN EVENTS

MARYLAND MIDLAND, 1985 season. Diesel powered passenger excursions on the Maryland Midland will run on the following dates and routes: **October 5, 6, 27 and November 2**, Union Bridge to Highfield and return, 4½ hours, departs 1pm, $15; **October 19**, Walkersville to Taneytown and return, four hours, departs 1pm, $10; **October 26**, Westminster to Highfield and return, six hours, departs noon, $20. Children's fares available. Other runs include "Thurmont Catoctin Colorfest", **October 12-13**, with roundtrips to Sabillasville departing at noon, 2pm and 4pm, $5; and "Autumn Gold Special" **October 20**, Walkersville to Highfield and return, departing 1pm.(call radio station WFMD, 301/663-4181, for tickets on October 20 trip only). For tickets and further information, contact: Maryland Midland Railway, Inc., North Main Street, P.O.Box A, Union Bridge, MD 21791; 301/775-2520 or 775-7718.

PRIVATE CAR *CARITAS*. An extensive schedule of excursions utilizing the private observation car *Caritas* has been set up by High Iron Travel Corp., 6400 Barrie Road, No.803, Minneapolis, MN 55435; 612/925-0028. Contact them for brochure giving routes, schedules and rates.

NORFOLK SOUTHERN, 1985 Excursion Season. The following listings indicate: **Date,** locomotive, route and (sponsoring organization). See listings at end for addresses of sponsoring organizations and contact them for tickets, fares and specific information. Locomotive 611 is N&W streamlined Class J 4-8-4, 4501 is SR 2-8-2.

October 12-13 and 19-20, 611 Chattanooga to Crossville, Tenn., roundtrip each day, 611 to Emory Gap and diesels to Crossville and return (TVRM); **Oct.26-27,** 4501 Knoxville to Asheville, Tenn., roundtrip each day (OS); **Oct.26,** 611 Atlanta, Ga., to Chattanooga roundtrip (ACN); **Oct.27 and Nov.2,** 611 Atlanta to Toccoa, Ga., roundtrip (ACN).

November 3, 611 Atlanta to Chattanooga roundtrip (ACN). **Nov.9-10 and 16-17,** 611 Jacksonville, Fla., to Valdosta, Ga., roundtrip each day (NFC).

The sponsoring organizations are: ACN) Atlanta Chapter NRHS, P.O.Box 87246, Atlanta, GA 30337; (NFC) North Florida Chapter NRHS, P.O.Box 16493, Jacksonville, FL 32245-6493; (OS) Old Smoky Chapter NRHS, P.O.Box 601, Knoxville, TN 37901; (TVRM) Tennessee Valley Railroad & Museum, 4119 Cromwell Road, Chattanooga, TN 37421.

FLINT, MICHIGAN, October 4-6. "Steam's Alive in '85" Fall Convention of North Central Region NMRA includes model railroad activities plus TSBY/Ann Arbor R.R./PM 1225 steam and diesel shop tour and Huckleberry R.R. narrow gauge steam ride. Contact: Steam's Alive in '85, G-3117 Corunna Rd., Suite 195, Flint, MI 48504.

JAMAICA, NEW YORK, October 5. Long Island Rail Road all-day railfan excursion to benefit restoration of LIRR 4-6-0 39. Diesel power from Jamaica to Bay Ridge Brooklyn Freight Terminal and car floats via newly-acquired trackage; L.I. City via drawbridge. First diesel-powered excursion to operate on the normally electric Port Washington branch. Other highlights include Holban Yard tour and run to Mitchell Field on freight-only trackage. Contact (SSAE, please): Steam Loco 39 Preservation Fund, P.O.Box 463, St.James, NY 11780.

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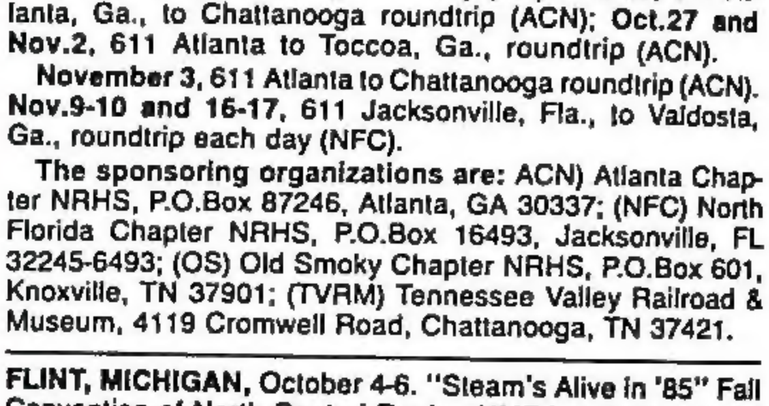

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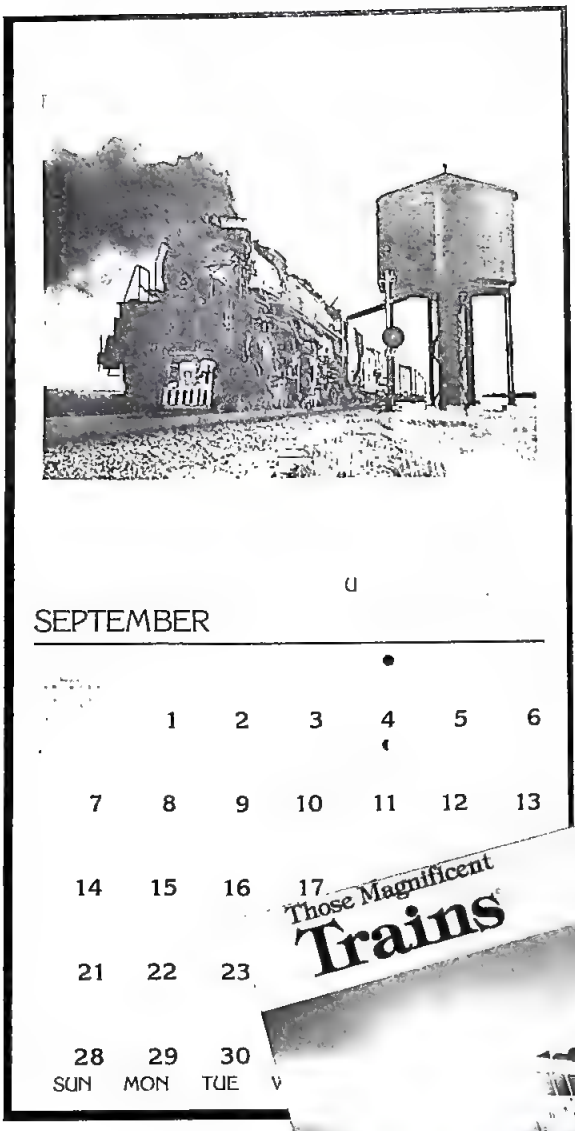

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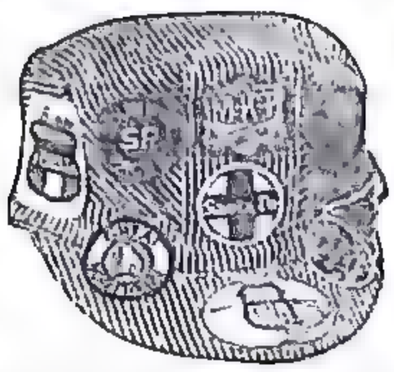

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AMORY, MISSISSIPPI, October 5-6 "Railfan Weekend" on the Magnolia State Railway featuring Mississippian Railway 2-8-0 77. Saturday chase an authentic freight by bus, with 14 photo runbys and a night photo session in the evening. Sunday ride passenger train with eight more photo runbys. Ticket price includes hotel Saturday night, lunch and dinner Saturday and breakfast and lunch Sunday plus photo pass and transportation during photo trips. Price is $52.50 double occupancy; $59.50 single occupancy. Contact: MSRY Freight, P.O Box 134, Auburn, AL 36831-0134; or call John Craft, 205/821-3886.

HONESDALE, PENNSYLVANIA, October 5, 6, 12 and 13. "Fall Foliage Tours" on the Stourbridge Line, using Delaware Otsego diesel power. Contact: Wayne County Chamber of Commerce, 865 Main St., Honesdale, PA 18431; 717/253-1960.

BOSTON, MASSACHUSETTS, October 5. "Fall Foliage Excursion" to White River Jct., Vermont, using B&M/MBTA equipment on B&M Fitchburg Main and Conn River Line Suburban stops at Cambridge, Waltham, Concord, Ayer and Fitchburg. Photo opportunities and high speed main line running. Contact: Massachusetts Bay RRE, P.O.Box 525, Bedford, MA 01730; 617/277-2843.

BALTIMORE, MARYLAND, October 11-13. B&O Railroad Historical Society annual convention with banquet at the B&O Museum, rail excursion and tours. Holiday Inn Inner Harbor, downtown. Contact: B&OHS, P.O.Box 13578, Baltimore, MD 21203.

HAMILTON, ONTARIO, October 12. An evening of railroad slides and movies presented by the HO Model Engineers Society at the St.John Ambulance Building, 500 Upper Wellington St. in Hamilton at 7:30pm. Admission $4. Contact. Ron Tuff, 115 Athenis Drive, Stoney Creek, Ontario L8J 1S4; 416/573-3560.

EAST HAVEN, CONNECTICUT, October 12. "Connecticut-East Haven Railfan Day" at the Shore Line Trolley Museum with rare and seldom-seen cars in service. An Extra Fare day, held in conjunction with Connecticut's 350th year and East Haven's Bicentennial. Contact: The Shore Line Trolley Museum, 17 River Street, East Haven, CT 06512; 203/467-6927.

HOBOKEN, NEW JERSEY, OCTOBER 13. *The Jim Thorpe Express* excursion to Jim Thorpe, Pa., and return via N.J.Transit's Boonton Line and Conrail via Washington and Allentown to Packerton Jct. and the Panther Valley R.R. into Jim Thorpe. Morristown & Erie Alcos will power NJT conventional coaches. Departs Hoboken 8:30am, passenger stop at Dover 9:30am and return to Hoboken approximately 8:30pm. Lehigh River scenery, Allentown Yard, annual Fall Festival and ride behind CPR 4-6-0 972 at Jim Thorpe. For flyer and order form, send SSAE to: Tri-State Railway Historical Society, P.O.Box 2243, Clifton, NJ 07015-2243. VISA or MasterCard honored; 201/488-5429.

CENTERVILLE, TENNESSEE, October 19. Rare mileage excursion on South Central Tennessee Railroad from Grinder's Switch (Centerville) to Hohenwald, Tenn., and return using Alco RS11 and open cars. Departs Grinder's Switch 8:30am and departs Hohenwald 1pm. Trip is a fundraiser for Hohenwald depot restoration project. Fares: one-way (bus return) $25, round trip $40, special "Trainmaster Ticket" $100. Contact: Ray Frederick, 100 Parkwood Lane, Hohenwald, TN 38462.

LOS ANGELES, CALIFORNIA, October 25-27. "Ash Fork-Parker Local" scenic rail circle excursion running Santa Fe main line to Flagstaff, Ariz., and then down the "Peavine" via Ash Fork and Wickenburg to Phoenix, returning on third day to L.A. via the Parker District. All daylight operation with high-level coaches. Bar service and buffet meals by Overland Rail in all private cars. Rate of $499 chair car includes two nights lodging, transfers and meals except one dinner. Limited reserved lounge car $579. This will be the first passenger train over the Parker District since 1955 and the first on the Ash Fork since 1967. For full details contact: Let's Travel Tours, P.O. Box 146, Perris, CA 92370-0146; 714/787-8350.

ESSEX, CONNECTICUT, October 26. Railfan Day at the Valley Railroad, sponsored by the Connecticut Valley Railroad Museum. Regular steam passenger trains will run along with special steam and diesel powered freight and mixed trains. Night photo session. Freight-only trackage. All-day railroad flea market. Many new exhibits include RS1 and E9 diesels. All-day ticket $16. Dealer tables available. Contact: CVRM, P.O Box 97, Essex, CT 06426.

SCRANTON, PENNSYLVANIA, November 1-3. Railfans Weekend at Steamtown USA featuring Friday evening welcoming banquet with slide/movie presentation and special steam operations on Saturday and Sunday with photo runbys in areas not accessible from highways. Night photo session on Saturday evening conducted by R&R Editor Jim Boyd. Weekend fare $49.95 includes all Steamtown events except meals and hotel accommodations. Contact: Group Sales, Steamtown Foundation, P.O.Box 5250, Scranton, PA 18505-5250.

BLOOMINGTON, INDIANA, November 2-3. Annual meeting of the Monon Railroad Historical-Technical Society at Howard Johnson's Lodge, 1722 N. Walnut St. Admission $2. Field trips and evenng slide session on Saturday, with modeling clinics, slides and meeting on Sunday. Swap and display tables available. Contact: E.J.Lewnard, 410 S. Emerson St., Mt.Prospect, IL 60056; 312/255-9264.

PROVIDENCE, RHODE ISLAND, November 2. Little Rhody Division hosts the NER NMRA Fall Convention Train Show at Providence Mariott, Charles at Orms, 9:30am-3pm, featuring fantrip, movies, clinics, layout tours, contests, banquet and speaker. Contact: Allan Howard, 49 Fountain St., Pawtucket, RI 02860; 401/723-3758.

SARNIA/PETROLIA, ONTARIO, November 3. RailFilmFest 85 at Victoria Playhouse in Petrolia, 9am-4pm featuring 16mm films by W.D.Short of steam, diesel and electric action in the U.S. and Canada. Admission $14 for adults and $10 for children includes continental breakfast and home-style lunch. Send SSAE for details: RailFilmFest 85, 801-176 Vidal St. S., Sarnia, Ontario, Canada N7T 2T6; 519/337-9725.

NEWARK, NEW JERSEY, NOVEMBER 10. "Shoppers' Special" excursion to Reading, Pa., over Conrail using steam-heated coaches and two N.J.Transit E8 diesels. Connect with Blue Mountain & Reading "RDC Special" to Hamburg and return to Reading. Ticket includes many $$$ discount coupons for Reading outlet centers. For full details, send SSAE to: Jersey Central Railway Historical Society, P.O.Box 700, Clark, NJ 07066.

ST. LOUIS, MISSOURI, November 23. Mid-Continent Region NMRA Meet at Viking Lodge, 10709 Hwy.366 at Lind-

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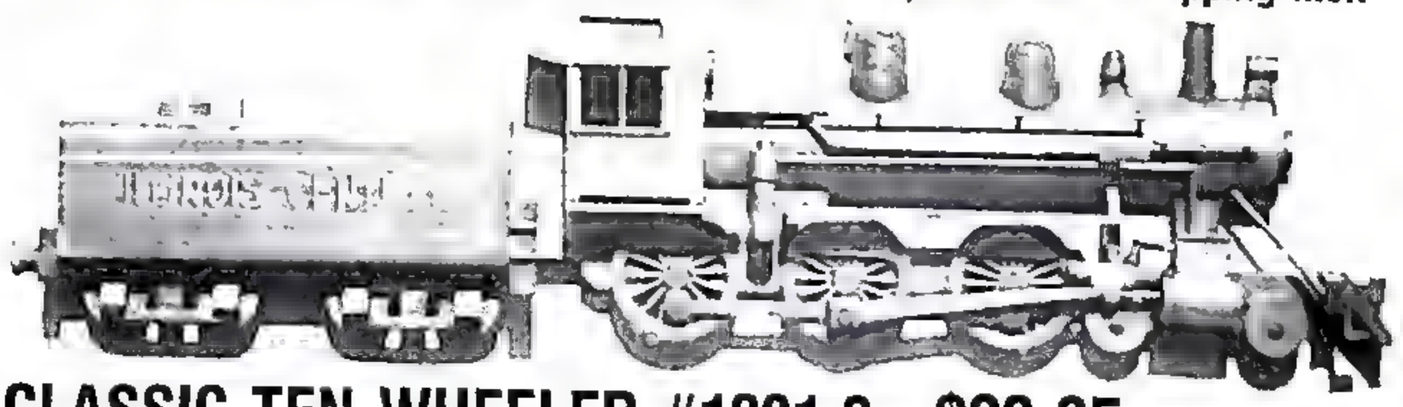

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berg, 8am-4pm. Clinics, model contests, operating layouts and more. Registration $7 in advance, $10 at door. Contact Lonnie Boster, 12457 Larkwood, Creve Coeur, MO 63141; phone after 6pm, 314/434-5980.

BUFFALO, NEW YORK, November 24. Fourth Annual "Buffalo Train Show" at the Buffalo Convention Center, Main Exhibition Hall, Franklin and Genesee Streets; 10am-5pm. Over 200 tables for railroadiana, models and toy trains plus operating model railroads and railroadiana exhibits and continuous movies and slides. Adults $2, kids under 12 $1, family $5. Hosted by Western New York Railway Historical Society. Contact (SSAE, please): Tom Boldt, P.O.Box 172, Orchard Park, NY 14127.

FT. MYERS, FLORIDA, November 30-December 1. "8th Annual Winter Railfest" sponsored by Scale Rails of S.W. Florida will feature operating models from Z gauge to live steam and static displays of railroadiana up to and including Seaboard System locomotive and caboose. Trolley rides (gas powered) and video and slide shows all day. In and around the Ft.Myers Public Library, City Museum (former ACL depot) and Seaboard System wye. Contact: Bill Odell, 5322 Cobalt Ct., Cape Coral, FL 33904; 813/542-1929.

INTERNATIONAL TOURS

CHALLENGER TOURS, P.O. Box 8965, Trenton, NJ 08650 (609/586-4664), is offering the following rail tours. Contact them for full details.

CHINA, November 15-30. Railway Travel & Photography tour to ride and photograph trains in Northeast China, including steam and industrial lines.

INDIA and NEPAL, November 15-December 7. Railway Travel & Photography tour includes steam on three gauges in India and a Garratt in Nepal.

RAILROADIANA MEETS

GREENBERG'S Great Train, Dollhouse Miniature & Toy Show will be held at the following locations and dates. Dealer information: Sharon Armacost, 301/239-2456; sales tables $20. Admission $4, under 12 free with adult. General information: Greenberg Publishing Co., Sykesville, MD 21784; 301/795-7447.

Williamsburg, Virginia, October 5-6, William & Mary Hall.

New Carrollton, Maryland, October 12-13, Sheraton Hotel, Capitol Beltway Exit 20B.

Boston, Massachusetts, November 9-10, Shriner's Auditorium at Wilmington.

Rochester, New York, November 16-17, The Dome Center.

Pittsburgh, Pennsylvania, November 30-December 1, Pittsburgh Expo Mart at Monroeville.

Hauppauge, L.I., New York, November 30-December 1, Colonie Hill.

Timonium, Maryland, December 7-8, Timonium Fairgrounds.

Philadelphia, Pennsylvania, December 14-15, Philadelphia Civic Center.

VESTAL, NEW YORK, October 6. All Gauge Train Meet at Vestal American Legion, 10am-4pm, hosted by Binghamton Society of Model Engineers and Susquehanna Valley Chapter NRHS. Admission $1, kids under 12 free with adult. Contact: Douglas G. Miller, 148 Castleman Road, Vestal, NY 13850; 607/754-8260.

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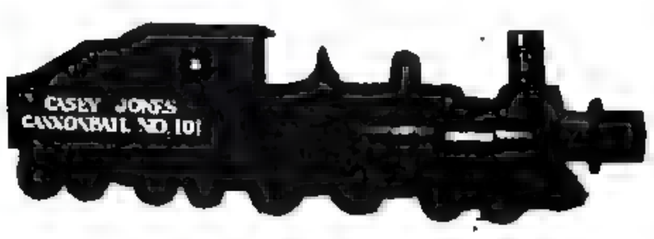

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WHISTLE STOP TRAIN SHOW & SALE will be held at the following locations. For details, contact: James Madden, Railway Employees Activities Association, P.O.Box 16489, Rocky River, OH 44116, 216/476-0456.

Toledo, Ohio, October 11-13. Woodville Mall, 3725 Williston Road. Friday and Saturday 10am-9pm, Sunday noon-5pm. Free parking and admission.

Sharon, Pennsylvania, October 18-20. Shenango Valley Mall, North Hermitage Road in Hermitage, Pa. Friday and Saturday 10am-9pm, Sunday noon-5pm. Free parking and admission.

Monaca, Pennsylvania, October 25-27. Beaver Valley Mall. Friday and Saturday 10am-9pm, Sunday noon-5pm. Free parking and admission.

Cleveland, Ohio, November 2-3. Westlake High School, 27830 Hilliard Blvd., in Westlake. 10am-5pm. Adults $2, kids under 12 50¢, family $3.50. Parking free.

Columbus, Ohio, November 8-10. Westland Mall, Friday and Saturday 10am-9:30pm, Sunday noon-5pm. Free parking and admission.

Cleveland Heights, Ohio, November 15-17. Severance Center at 3640 Mayfield Raod. Friday and Saturday 10am-9pm, Sunday noon-5pm. Free parking and admission.

Cleveland, Ohio, December 7-8. Holiday Inn, 111 Lakeside Ave., 10am-5pm. Admission $2, family $4.50, kids under 12 50¢.

FORT WORTH, TEXAS, October 12-13. Annual Railroad Show & Fair sponsored by the General Dynamics Recreation Association Railroad Club at GDRA, 3400 Bryant Irvin Road. Noon-6pm. Tables $5, admission $2. Contact: Robert Bray, 1820 Spruce Lane, Ft.Worth, TX 76126; 817/249-4965.

SCOTTSDALE, ARIZONA, October 12-13. "Railfair" at McCormick Railroad Park, 7337 East Indian Bend Road. Free admission. Contact: Steve Lehman, 7337 E. Indian Bend Rd., Scottsdale, AZ 85253; 602/994-2312.

MENTOR, OHIO, October 13. The Old Depot Model & Railroadiana Flea Market at the Country Inn, 7701 Reynolds Rd. (Routes 306 and 2), 10am-4pm. Admission $1.50, family $3. Contact: Bill Hutchinson, 5851 S. Ridge West, Ashtabula, OH 44004; 216/969-1634.

THE GREAT AMERICAN TRAIN SHOW will be held at the following locations. For full information, contact: The Great American Train Show, 239 James Street, Bensenville, IL 60106; 312/766-4417.

Columbus, Ohio, October 19-20. Franklin County Veterans Memorial, 300 W. Broad St.

Louisville, Kentucky, November 16-17. Commonwealth Convention Center, 221 4th Ave.

Indianapolis, Indiana, November 23-24. Indiana Convention Center, 100 South Capitol.

Houston, Texas, November 30-December 1. Albert Thomas Exhibition Center, Bagbey & Capitol.

Dallas, Texas, December 7-8. Dallas Convention Center, 650 S. Griffith.

SPOKANE, WASHINGTON, October 26-27. PNR/NMRA 5th Division Mini-Meet sponsored by River City Modelers on Saturday at Holiday Inn East (downtown), 110 4th, 9am-5pm, plus evening entertainment. Model clinics, layout tours, slides and movies. On Sunday, the Spokane Swap Meet will be held at the Interstate Fairgrounds. Contact: Jerry Quinn, West 727 Garland Ave., Spokane, WA 99205; days 509/327-6688, evenings 509/928-6927.

LITTLETON, NEW HAMPSHIRE, October 26. Fall Model Railroad Show & Flea Market hosted by the Ammonoosuc Valley Railway Association, 10am-4pm, at the Continental 93 Motor Inn, Exit 42 off I-93. Displays, dealers and modular layout. Donation $1, kids under 12 free. Contact: Roger Robar, 17 Pine St., Lisbon, NH 03585; 603/838-2807.

MIDDLEBORO, MASSACHUSETTS, October 27. A&D Meet at A&D Toy Train Village & Railway Museum, 49 Plymouth Street, with toy trains of all gauges, makes and countries. Operating displays, films, railroadiana, seminar and auction. Adults $2, family maximum $5. Contact: Adolf Arnold, 49 Plymouth Street, Middleboro, MA 02346; 617/947-5303.

DEARBORN/DETROIT, MICHIGAN, October 27. The Redford Model Railroad Club "Trainorama '85" sell & swap railroadiana and model equipment. Railfan films and operating layouts. Dearborn Civic Center, 15801 Michigan Avenue at Greenfield, 10am-4pm. Admission $1.50, kids under 12 free. Contact: Frank E. Gendernalik, P.O.Box 1174, Dearborn, MI 48121; evenings 313/937-0361.

MOORHEAD, MINNESOTA, October 27. Spud Valley Model Railroad Club/Valley Railfans "7th Annual Railroadiana, Model Railroad & Toy Flea Market & Show" at the National Guard Armory, 222 South 5th St. Tables $10, Admission $1, family $2. Contact: Railroad Flea Market, P.O.Box 374, Moorhead, MN 56560.

SPOKANE, WASHINGTON, October 27. Fall Railroad Show & Swap Meet hosted by Inland Empire NRHS and Spokane Model Railroaders at Spokane Fairgrounds, E. Broadway & Havana. Models, layouts, movies and train ride (weather permitting). Adults $2, kids under 12 free. Tables $10. Contact: Tom Jennings, E. 1903 Hoffman, Spokane, WA 99207; 509/483-4555.

TOLEDO, OHIO, November 3. Waterfront Electric Railway "7th Annual Model Railroad Flea Market & Display" at the Lucas County Recreation Center Fairgrounds, 2901 Key St., Maumee. Admission $1.50, family $3. Tables $8, after Oct.15 $9. 11am-4pm. Contact (SSAE, please): Willard B. Edson, 1446 Bogart St., Toledo, OH 43607; 419/531-8690.

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ROCHESTER, NEW YORK, November 3. Toy Train Collectors Society Train Show, Sale & Swap Meet at Monroe County Fairgrounds, 11am-4pm. Contact: Terry Lemieux, 2735 Orleans Ave., Niagara Falls, NY 14303

WINCHESTER, VIRGINIA, November 10. Apple Capitol Train Meet at the Winchester Armory, 10am-2pm. Adults $2, kids under 12 free. Contact: Winchester Model Railroad Club, 45 E. Picadilly St., Winchester, VA 22601; 703/667-5822.

UNION, NEW JERSEY, November 17. Tri-State NRHS Railroad Extravaganza at Boys & Girls Club, 1050 Jeanette Ave., just off Morris Ave., one mile west of GSP and Rte.22. 10am-4pm. Over 100 tables; everything for the railfan and modeler. Adults $2, kids and seniors $1. Tables available. Contact (large SSAE, please): Tri-State Railway Historical Society, P.O.Box 2243, Clifton, NJ 07015; 201/361-1864.

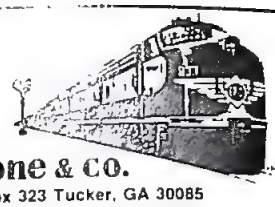
GREENWICH, CONNECTICUT, November 17. Westchester Model Railroad Club's 11th Annual "Genuine Rye Fall Train Meet" at Greenwich Civic Center, one mile from I95 Exit 15 in Old Greenwich. Noon-4pm. Adults $3 (spouse free), kids 12-15 $1, under 12 free with adult. Contact: Frank Pisante, P.O.Box 358, Rye, NY 10580; 203/323-6832.

ERIE, PENNSYLVANIA, November 17. Railroadiana & Model Train Show at Rainbow Gardens, Waldameer Park, 10am-4pm. Adults $2.50, seniors and students $2. Tables $10-$20. Contact (large SSAE, please): Carl Amidon, P.O. Box 207, Lake City, PA 16423; 814/774-9570.

PITTSBURGH, PENNSYLVANIA, November 22-23. Steel Valley Train & Toy Show at Castle Shannon Firemen's Memorial Hall on Rte.88. Friday 6-10pm, Saturday 11am-4pm. Adults $3.50, kids under 12 free. Contact: Mrs. Catherine Daum, P.O Box 10977, Pittsburgh, PA 15236.

PORT JERVIS, NEW YORK, November 23-24. "The Erie Depot Train Show," sponsored by Operation Depot, with proceeds going to the restoration of the Port Jervis Erie depot. St.Mary's Church Hall, 26 Ball St. 10am-4pm Saturday and noon-5pm Sunday. Operating model railroads, dealers, exhibits, films, door prizes and refreshments. Adults $2, kids $1, under 5 free. Tables $20. Contact: Depot Preservation Society, P.O.Box 1004, Port Jervis, NY 12771; or call Peggy Washbon, 914/856-8684.

BEDFORD, NEW HAMPSHIRE, November 24. Bedford Village Depot Boomers' "3rd Annual Model Railroad Exhibition" at KcKelvie Middle School, Liberty Hill Road at Gault Road, 10am-4pm. Displays, demos, all scales, modular layouts. Donations accepted at door. Contact: Thomas A. Wright, 2 Highland Ave., Goffstown, NH 03045; 603/497-3498.



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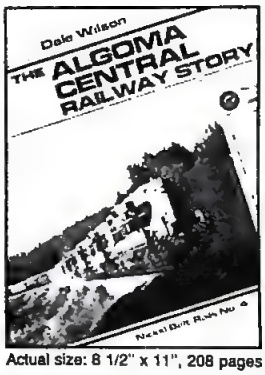

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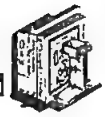

What's new?

For those of you who will be visiting New York City between now and Thanksgiving 1985, there is a special attraction at the American Festival Cafe, 20 West 50th Street in Manhattan. In addition to a display of railroad memorabilia from the Union Pacific Museum in Omaha, the restaurant will be featuring the recipes, menus ad three-course breakfasts from the diner of the UP's streamliner *City of Los Angeles*. It will be served between 7:30 and 10:30 a.m. each weekday until Thanksgiving. This includes the UP's famous French Toast. The phone number is 212/246-6699.

Forrest Beckum and Al Langley have teamed up on an interesting new softcover book, *Georgia Railroad Album*, which lives up to its name. This 74-page 11"×8½" book has heavy coated paper and good photo reproduction on views of the Georgia Railroad ranging from static equipment shots to action with steam on the mixed trains and factory-fresh FP7s on No.1. It includes a good map, line profiles and numerous timetables in addition to the photos. Although there are a few crooked photos and tight crops, this is overall an attractive book that gives good play to some of the classic steam and early diesel era images of one of America's most interesting small railroads. It sells for $10.95 from The Union Station, 785 Murrah Road, North Augusta, SC 29841.

A nice idea for the upcoming Christmas season would be the extremely handsome broadside pencil rendering prints by William D. Berkompas of some rather well known locomotives. Included in the series are C&O 2-6-6-6 1601, the Huckleberry Railroad's Alaska 4-6-0 152, N&W J 611, Nickel Plate 2-8-4 765, Big Boy 4004, C&O 4-8-4 614, Pere Marquette 2-8-4s 1223 and 1225 and B&O EM1 2-8-8-4 7629. The prints vary slightly in size depending on the proportion of the subject, but the C&O Allegheny was 11"×36" overall, drawn to ¼" scale, and the Alaska 4-6-0 was 11"×31½" and drawn to ½" scale. The shading and detail on these drawings is excellent. They sell for $7.95 each plus $1.00 shipping (they are mailed rolled in tubes) from *Mid-Michigan Hobby Supply*, P.O.Box 1851, East Lansing, MI 48823.

Brilliant color and superb action photography characterizes *Steam Spirit*, by Nils Huxtable and Tom Schultz, produced by Steamscenes for Norfolk Southern. The 36-page 11"×8½" softcover is a full color pictorial of the steam operations of the Southern Railway and Norfolk & Western in the past ten years, including "company" engines 4501, 750, 722, 610, 2839, 2716 and 611, plus such visitors as Freedom Train 4-8-4 4449 and Ft.Wayne's NKP 2-8-4 765. The photo selection, layout and reproduction are absolutely top-notch, and Greg Scholl's broadside of N&W 4-8-4 611 in autumn colors has to be one of the prettiest steam photos in recent memory. And the price is terrific, $6.95 plus $1.00 postage. You can order from Steamscenes, 2254 Lawson Ave., West Vancouver, BC V7V 2E4; or Norfolk Southern Corporation, P.O.Box 19869, Alexandria, VA 22320.

In his new book *The Durbin Route*, William Price McNeel has done justice to his favorite piece of railroad, the Greenbrier Division of the C&O, which until recently followed its namesake river from Ronceverte to Durbin, W.Va., and the remaining north end of which is now being used by the Cass Scenic Railroad. This 144-page 8½"×11" softcover features an intelligent and readable text which gives a detailed account of the traffic, customers and train operations on the line. The black & white photos are very well reproduced, especially considering the quality of some of the historical originals. The structures, logging operations and passenger trains receive particular attention, and the maps and track diagrams are very clear and useable. Though Price is the author's middle name, the cost of this substantial volume is only $9.95 plus $1.50 postage, and it is available from: Wm.P. McNeel, 810 Second Ave., Marlinton, WV 24954.

Calendar Call

Beautiful color reproduction and an impressive size makes "Those Magnificent Trains" 1986 calendar by Charles Ditlefsen an outstanding offering. Folding out to 12"×24", it features full color views of an SP snowplow train, GTW 4-6-2 5629 on a fantrip at night, classic Santa Fe F-units, CPR SD40-2s, *Daylight* 4449 at night in L.A. in 1984, UP turbines in the Ogden roundhouse, N&W J 611, SP tunnel motors at sunset, a UP Big Boy taking on water at Red Buttes, Rio Grande Geeps in autumn foliage, NYC Geeps at night and a Rio Grande PA. The layout it superb, and the appointment calendar block is open and "useable." It sells for $7.95 plus $2.00 shipping (quantities over four shipped free; overseas shipment $4; Cal. res. add 6% tax), and they accept VISA or MasterCard. Order from *Charles Ditlefsen*, P.O. Box 1807, Mill Valley, CA 94942. For you who are interested in other big, noisy things that go fast, Ditlefsen is offering in the same format and price "Those Magnificent Planes," photographed by railfan Ron Hill.

The Potomac Chapter NRHS is continuing their tradition of excellent full color calendars with their "1986 Railroad Calendar" in the 11"×17" folded-out format featuring ACE 614T on a coal train, Lehigh Valley Transit action, CB&Q/C&S 2-8-2s at Cheyenne, an Amador Central Baldwin S12, SR FP7s on the *Piedmont*, New Orleans trolleys, Reading 2102 and GTW 4070 doubleheaded, Maine Central U18Bs at the Whitefield ball signals, SR 2-8-2 4501, NJ Transit E8s, Steamtown's CPR 2317 in fall foliage, Black Mesa & Lake Powell E60s and WM RS3s on the Gettysburg Railroad. All the photos were taken by chapter members. It's available for $5.75 postpaid from *Potomac Chapter NRHS*, P.O.Box 235-R, Kensington, MD 20895.

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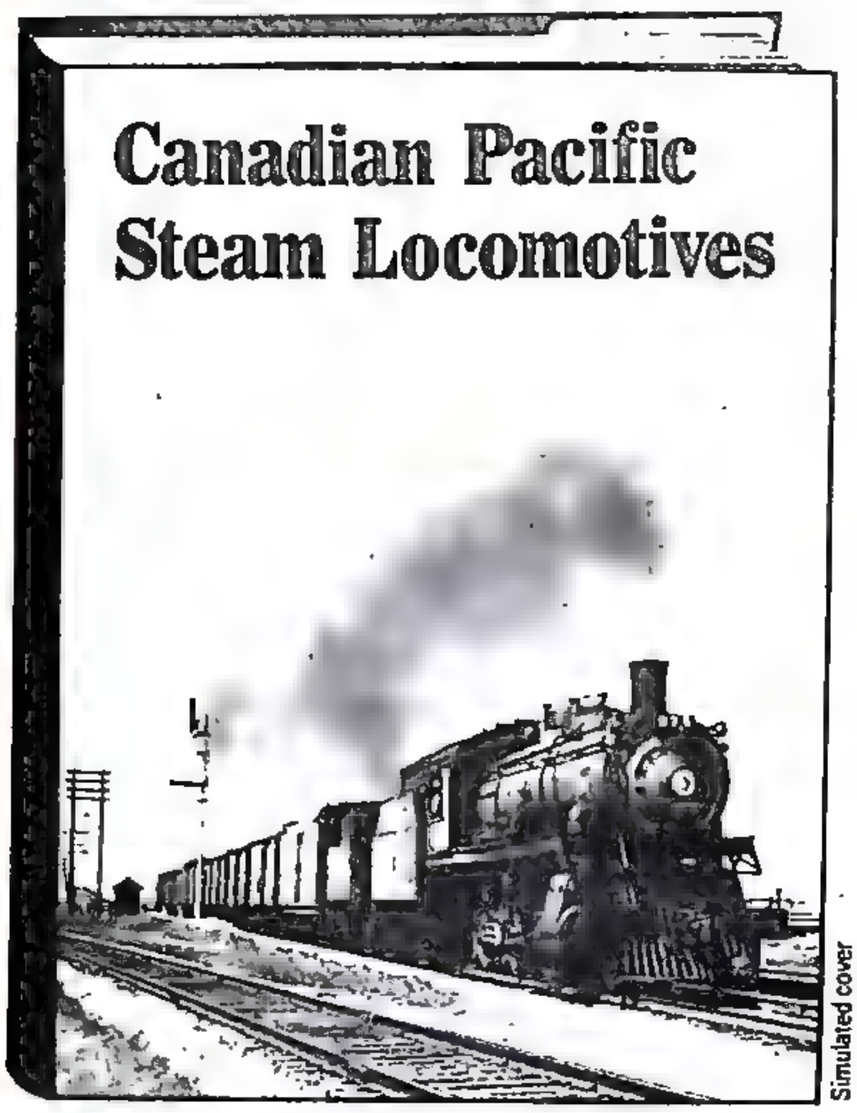

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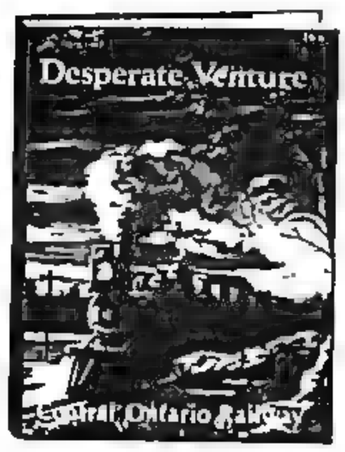

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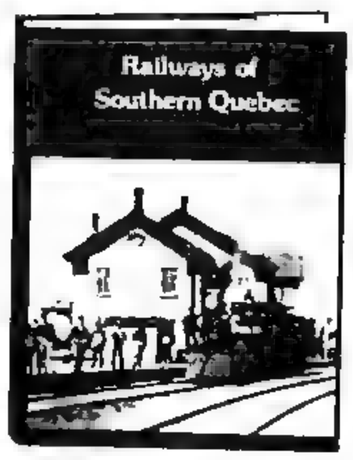

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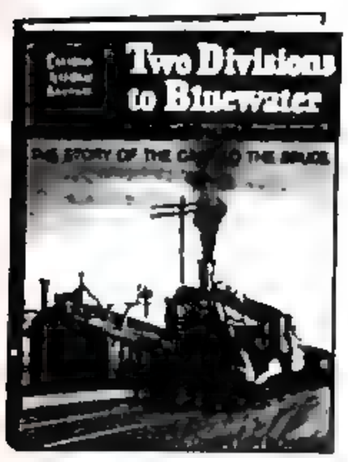

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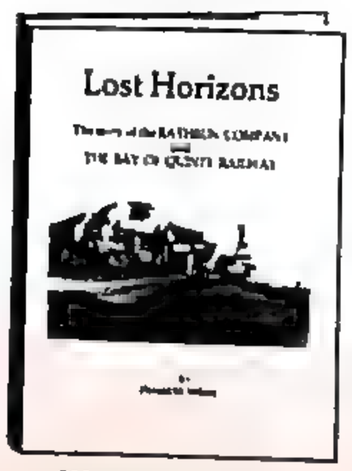

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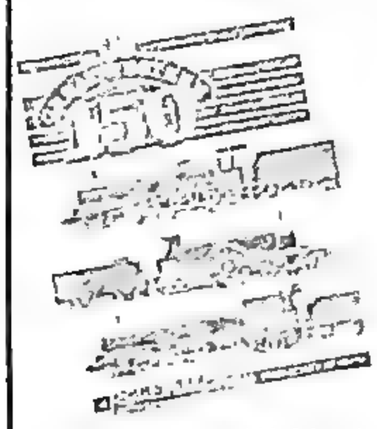
The "1986 Passenger Train Calendar" features the *California Zephyr* on the D&RGW, IC's *City of Miami*, D&H PAs, classic Santa Fe red warbonnet Fs, the B&M *Cheshire*, GM&O Es and heavyweights, SP PAs, Pennsy Erie-Built FMs, NP Fs, New Haven RDCs, Wabash PAs and Amtrak E-units. The "New York Central 1986 Appointment Calendar" features action views of NYC equipment including E-units in four different paint schemes and PAs and Erie-Builts in lightning stripes, plus 4-8-2s, streamlined and conventional Hudsons, a B&A 4-6-2, an S2 electric and the NYC-version *Aerotrain*. Their third offering, the "1986 Railroad Appointment Calendar," starts off with the 1984 *Louisiana Daylight* on an impressive S-curve and includes Santa Fe freight FTs, Alaska R.R. Fs, D&H 4-6-6-4, GB&W FAs, an Erie 2-8-4, UP Centennials on Cajon, 2-10-0 90 on the Great Western, B&M Geeps in autumn colors, red GG1 4877, an N&W Y6 and Rio Grande SD50s, with Southern and RF&P E-units on the back cover. Audio-Visual has done a fine job on these three.

Another fine full-color offering is the "1986 New England Railroading Calendar" from the *Mystic Valley Railway Society, Inc.*, P.O. Box 486, Hyde Park, MA 02136. Printed on very heavy coated stock, its subjects include a B&M 2-8-0, NH Geep, Conrail SD50s, an MBTA F10 at night, MBTA F40, B&M and CPR units with dandelions and spring greenery, an MEC GP38 along the Maine coast, vintage B&M Fs, a P&W GP9, a Green Mountain RS1 on the Wallingford High Bridge and again in a snow scene, Amtrak's *Bay State* and an MBTA PCC/Rapid Transit scene. It sells for $4.00 postpaid.

The *Lackawanna & Wyoming Valley Chapter NRHS* has an 8½"×14½" folded out "1986 Railway Calendar" featuring a color cover of the EL's Bicentennial SD45s and good black & white reproduction inside of local area views including D&H PAs and a 4-6-6-4; Wilkes-Barre Railways trolleys; a DL&W 2-8-2, 4-6-2, 44-tonner and a 4-6-4 on the Delaware River bridge; plus an Erie 2-8-4, CNJ SD35s and an LV motor car. It sells for $3.50 postpaid from: Calendar, P.O.Box 1152, Scranton, PA 18501.

The *Rochester Chapter NRHS* features very good black & white reproduction on heavy stock of their 11"×17" folded-out wall calendar that includes a WM F7, Dansville & Mt.Morris Buick railbus, an LV SW switching a Pullman, an Amtrak Turbo, a Rochester subway freight motor in action, a PRR E6 4-4-2, LA&L steam and diesel, a Jamestown trolley, D&H Sharks, a DL&W 4-6-4, an Erie motor car and NYC FAs. The price is $3.95 postpaid (N.Y. res. add tax) from: 1986 Calendar Order, NRHS-Rochester, P.O.Box 664, Rochester, NY 14602.

Vintage C&O views get very good black & white reproduction in the "Chesapeake & Ohio Calendar-1986" from the *C&O Historical Society*, Department 17, 2450 Knobhill Drive, Dubuque, IA 52001. The C&O subjects include an E8 at night on the *FFV* at Richmond, the Huntington roundhouse, a Pere Marquette scene at Harbor Beach in 1910, a 2-6-6-6, 4-6-2s, a 2-8-0, 4-8-4 with elephant ears, F7s and depot scenes of Prince, W.Va, and Bay City, Michigan. The color cover features an E8 at Detroit. This 11"×17" folded-out wall calendar sells for $3.75 postpaid.



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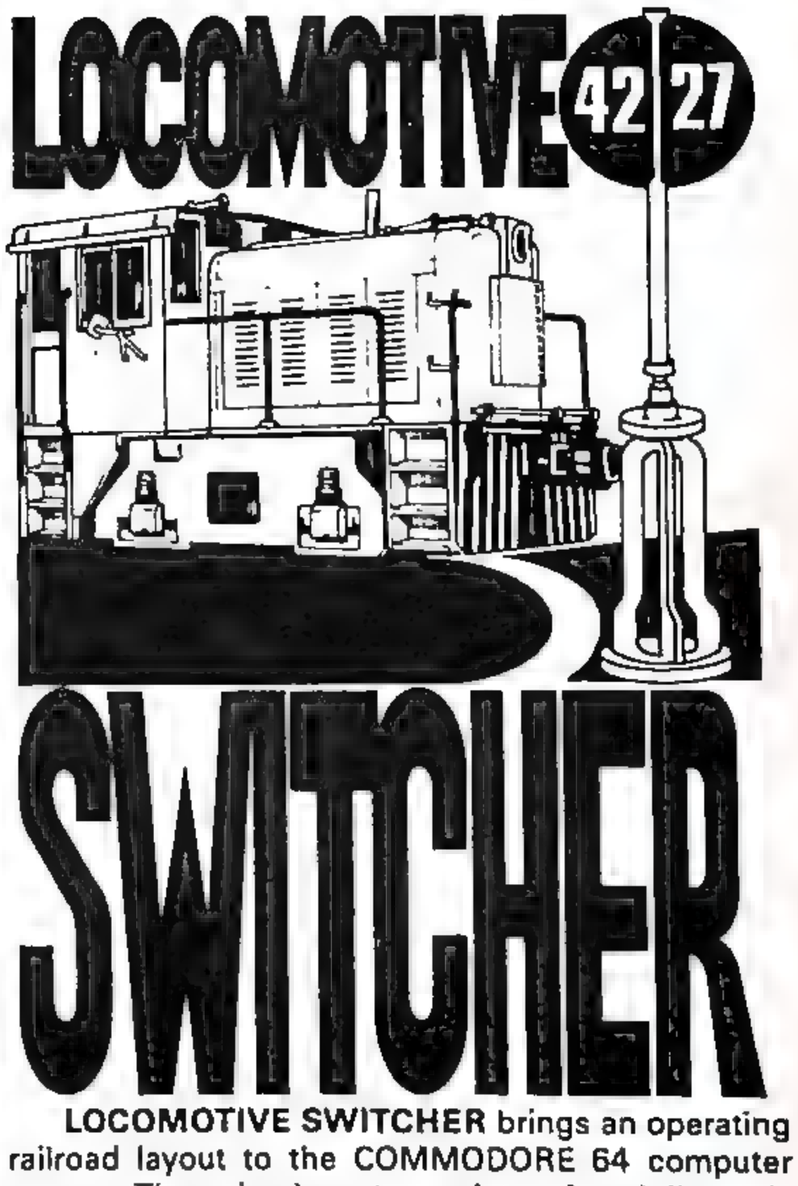

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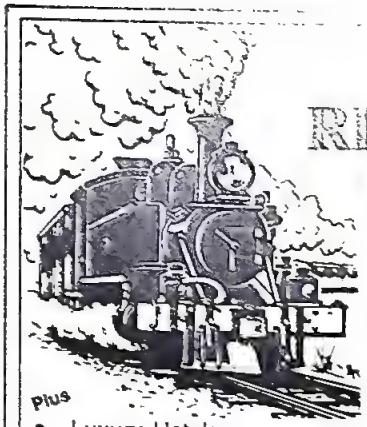

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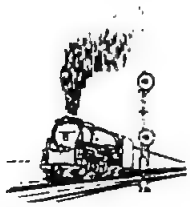

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Traction Publications **by Joe L. Diaz**

THROUGH THE HEART OF OHIO, The Columbus, Delaware & Marion Electric Company, by Jeffrey R. Brashares, is an interesting 64-page 8½"×11" softcover about this railroad which operated until August 1933. The CD&M became known for its two large steel parlor cars, one of which has been preserved and is illustrated in color on the book's cover. There are 64 photos, and most are of good historical interest—unfortunately, the reproduction does not match this interest in quality. In addition to a brief history of the company and its operations, there are numerous reproductions of tickets, passes, buttons, timetables etc. Also included is an equipment roster, which with the exception of the two "Red Bird" parlor cars is very brief. The book sells for $14.95 postpaid from *Ohio Interurban Memories, Inc.*, 131 Whieldon Lane, Worthington, OH 43085.

THEY MOVED MILLIONS, A Brief History of Passenger Cars of America's Most Heavily Traveled Passenger Railway, the New York City Transit System, by Ed Davis, Sr., is a 100-page softcover written by a former NYC subway motorman who describes his experiences and his interest in the rolling stock. The book is divided into chapters giving the background of the "el" and subway lines, with brief histories of the IRT, BMT and Independent systems. Much of the content covers the many car types over the years with very interesting details regarding their usage. The book has nearly 200 photos, with many operational scenes. Unfortunately, photo reproduction is generally poor, with few exceptions. Despite this flaw, any serious urban transit fan will want this book. I know that I enjoyed it. It is available for $12.95 from *Yellowstone Valley Rails*, 117½ North F Street, Livingston, MT 59047.

PIKES PEAK TROLLEYS, subtitled *A History of the Colorado Springs Streetcar System,* by Morris Cafky and John A. Haney, is a 101 page 8½" × 11" softbound that gives a detailed and comprehensive account of the origins and early days of street railway operations in Colorado Springs. They have not passed over local history in the process, tell-

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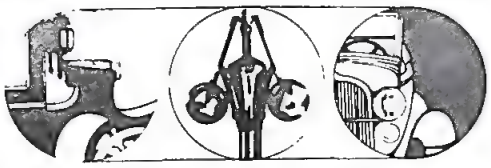

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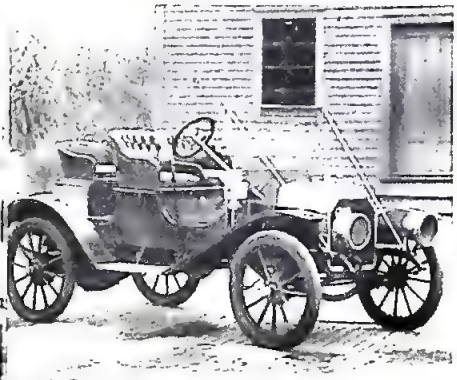
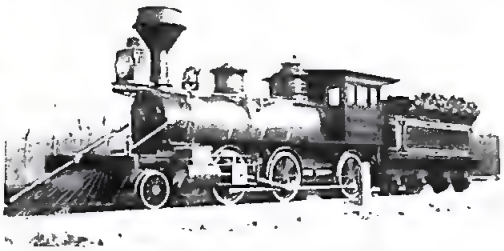


1909 Cartercar



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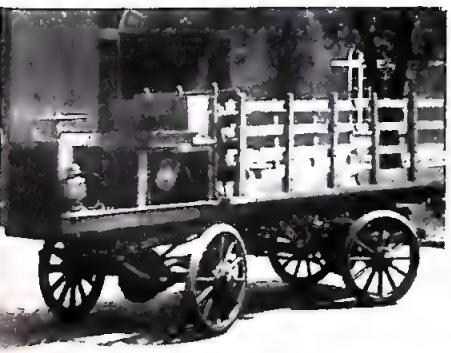

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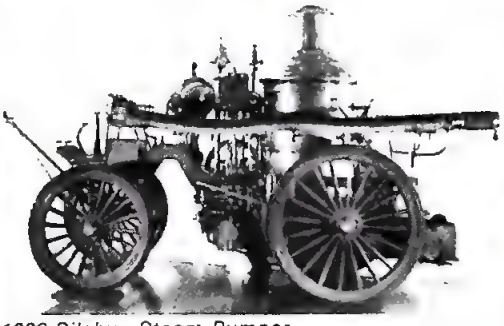
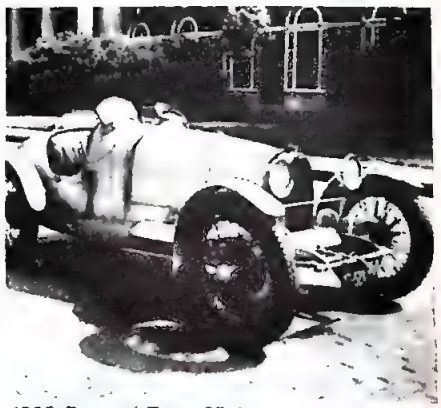


1886 Silsby - Steam Pumper



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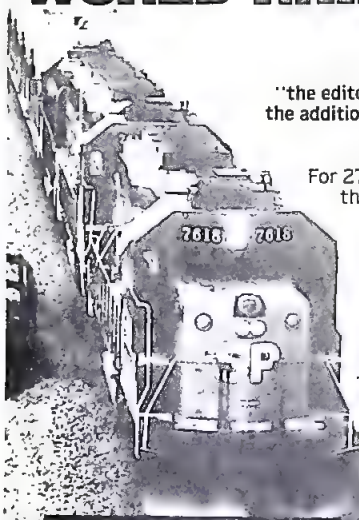

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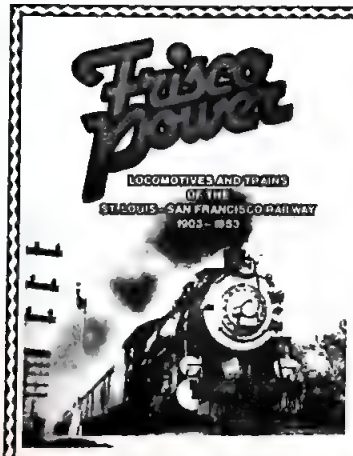

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A wide variety of rolling stock was acquired and operated over the years, some cars even being home built. The last cars delivered and operated until closure of the system in April 1932 were 35 single-truck Birneys built in 1918 by American Car Company and the Cincinnati Car Company in 1919. An equipment roster with detailed notes is included. Additionally, there are three excellent track maps. A very interesting book, it is available at $16.95 plus $1.50 shipping from *Century One Press*, 2325 East Platte Avenue, Colorado Springs, CO 80909.

Book Reviews

Union Pacific 3985, by William Botkin, Ronald Hill and R.H.Kindig, published by Colorado Railroad Historical Foundation Inc., Colorado Railroad Museum, P.O.Box 10, Golden, CO 80402. 64 9½″×8½″ pages, softcover. $9.95.

The Union Pacific steam program is a class act, and this extremely attractive little book does it justice, from an Introduction by Chairman John Kenefick to the heavy slick paper and superb photo reproduction. The only text in the book is Dick Kindig's concise history of the Challengers and the emergence of the 3985 as the sole operating survivor of the 105 built by Alco between 1936 and 1944 (the 3977 also survives but doesn't operate).

Beginning with seven action views by Kindig and Otto Perry of the 3985 in regular service, the book follows the 3985's career chronologically, through initial preservation, overhaul and resurrection. The photos are predominantly the work of authors Botkin and Hill, with other contributions by A. Wolff, Tom Kelcec, Vic Hand, L. DiMattia, Wm. S. Young, Dale Sanders, Dick Dorn and Augie Mastrogiuseppe. The photography is uniformly great, ranging from night shots of the initial fire-up to action on the break-in

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run, the doubleheader with 8444 to Sacramento, the solo tour to Pocatello and Salt Lake City and the fantrips on Sherman Hill. Intelligent and informative captions carry the story, while conservative and attractive layout lets you enjoy each page of rich images. Though none of the photos are particularly large, the incredible quality reproduction makes them nearly rise off the page.

The front and rear covers feature fine color reproduction of two paintings, an acrylic by Mike Danneman of summertime on the main line and a stunning watercolor by Howard Fogg of the 3985 in the snow. The two paintings are an interesting study in contrasting techniques. And all of this for less than ten bucks—J.B.

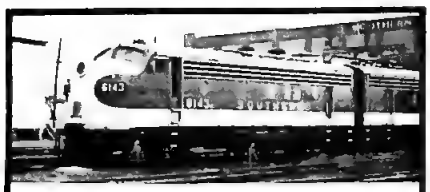
Videos

"Bridges to Buffalo," by Hopewell Productions, 345 Brandon Ave., Struthers, OH 44471. VHS or Beta videocassette, catalog no. 611A, 42 minutes, $59.95.

Here's a real gem of a tape, a perfect three-quarter hour's entertainment featuring N&W streamlined 4-8-4 611 running in 1984 from Bellevue, Ohio, to Buffalo, N.Y., and return. The title refers to the numerous bridges and high trestles on the former-NKP main line along the south shore of Lake Erie.

Typical of what we've come to expect as routine from the pros at Hopewell, the photography is superb, with no superfluous zooming and backing, and the image reproduction and audio are flawless. Even the weather cooperated, with mostly sunny skies and only enough drizzle and haze to remind us that we're not in California. The 611 gets in some high speed running over the fairly level Nickel Plate racetrack under the practiced hand of Road Foreman Frank Collins, and some in-cab shots let us look over his shoulder. There are great scenes of flashing rods, whirling wheels and streaming exhaust as the Hopewell crews intersperse lineside runbys with chase sequences and superb overhead helicopter shots—all the while keeping the audio perfectly coordinated.

You get plenty of low, moaning calls from 611's haunting whistle, and there are numerous meets with N&W symbol freights that are accompanied by much horn-blowing and hand-waving. Even when the weather turns to mist and drizzle, its effect on the cylinder



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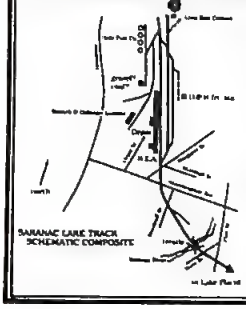

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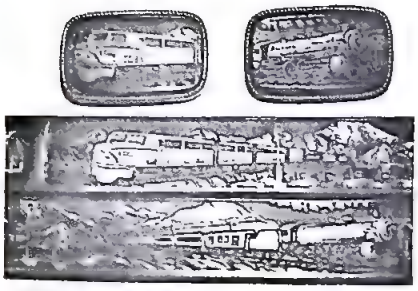

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cock and stack exhaust during a full-bore startup with the heavy train from a dead stop is sheer ecstasy.

It's a sombre counterpoint as the engine and shiny train are run through and turned in the shadows of the once-proud Buffalo Central Terminal. The westbound trip, however, returns to the upbeat thrill of the J at speed. The high bridges provide excellent backdrops and pedestals for the train and contribute to making this tape such an outstanding work—AL DI CENSO.

"Lackawanna Legacy," by Run 8 Video, P.O. Box 123, Cresskill, NJ 07626. VHS or Beta II videocassette, 60 minutes. $59.95 postpaid (N.J. res. add 6% tax). VISA or MasterCard acepted.

Photographed and produced by Marc Balkin (known for his audio tapes as "Custom Steam Productions, Ltd."), this gem depicts the last summer of operation of N.J. Transit's old DL&W m.u. cars. The beloved "Wickerliners" were wrapping up a 54-year career that had begun with Thomas A. Edison himself at the controller of the first revenue train in 1930. A series of still photographs at the beginning of the tape is used to briefly illustrate the history of the big green cars, and maps show the routes.

With his job as a freelance video producer permitting him to get lineside on weekdays, Marc was able to watch the weather and use the afternoon commuter rushes for optimum lighting conditions—his entire production looks like it was shot during the sunniest summer New Jersey has ever seen. He begins with action at the Hoboken terminal and works his way westward, giving the viewer a good feel for the urban-to-rural character of the DL&W electric lines. And he managed to find some photo locations that will surprise even the most veteran Lackawanna-watcher. He uses the full range of his video camera to combine traditional three-quarter runbys with wide-angle pans and impressive telephoto shots. It's amazing how many multiple-train meets and overtaking-runpasts he was able to catch. Interspersed with on-train angles, he puts you right in the middle of the action. This is solid "prime stuff," right down to the final scenes showing the departure of the last revenue train, Number 659 out of Hoboken on August 24, 1984. A few shots of the new silver Jersey Arrow cars in action and a string of the old m.u.s awaiting conversion to tourist coaches at Steamtown reinforce the finality of the end.

An unexpected aspect of this tape is that it

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clearly brings out the sound of the m.u. cars, from the grinding traction motors to their distinctly trolley-like airhorns. And you also get a lot of diesel action with the push-pull trains that share the lines with the m.u.s. The narration on the tape is well handled by R&R Editor Jim Boyd. Marc makes good use of his own professional music experience to back up his video images with an appropriate mix of music ranging from classical to disco—his rush hour flurry of m.u.s, NJT diesels, PATH trains and Amtrak at Harrison will give you a whole new impression of the "William Tell Overture."

If you liked his handling of the m.u.s, you might also try Marc's other tape, "Jersey Diesel: N.J. Transit." This is the same high quality work featuring the diesel-powered trains that passed while Marc was set up for the m.u.s. In addition to the chruning U34CHs—in EL blue and NJT disco—you see GP40Ps, F40PHs and the ex-C&NW F7s in action. There is no narration on this one, but it features a good variety of background music and excellent titles. Incidentally, on both of these tapes, he only uses the music to fill in where the sound is minimal and lets the trains speak for themselves where the sound is good. The "Jersey Diesel" tape runs 36 minutes and sells for $39.95.

All in all, I found these two tapes to be great entertainment—AL DI CENSO.

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John Meise

The author of our feature on the Maryland Midland grew up in Baltimore, Md., where he was exposed to railroading in one form or an-

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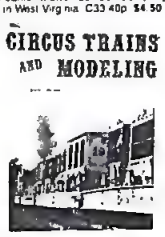

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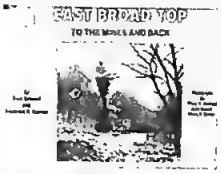

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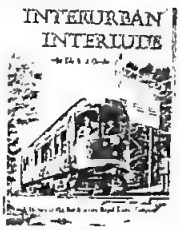

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other for as long as he can remember. His railfan interest began in the late 1960s when his family moved to the Baltimore suburb of Catonsville, a quarter mile from the Penn Central's Catonsville branch, a four-mile line built in 1884 as the Catonsville Short Line. The branch was on its last legs but featured Saturday runs once or twice a month with Baldwin or Alco switchers—its 60-lb. rail and 4 m.p.h. speed made it easy prey for a spry teenager with a Kodak X15 camera. When the branch finally quit in 1972, four of John's photos made the local newspaper.

An elderly neighbor had given John his collection of rail magazines, some 400 issues from the 1940-60s. As he puts it, "It's amazing that I read any schoolbooks in the seventh and eighth grades." In high school he was involved in everything from track to drama and writing for the school newspaper. He found railfanning an ideal way to relax, and armed with a 35mm Yashica GSN and Kodachrome he became a regular fixture at Baltimore's most popular railfan spots. A driver's license expanded his horizons to Hagerstown, Harrisburg, Horseshoe Curve and the numerous branch lines on the Delmarva Peninsula.

John attended the Baltimore County campus of the University of Maryland, where he majored in Broadcast Communications. He helped build a radio station on campus and later managed it. It was there he met his future wife, Rebecca, in 1978. Working two jobs during college left little time for railfanning, but John would make up for it with a major trip after each semester. One such jaunt involved taking the *National Limited* to Altoona, hiking to Horseshoe Curve, camping out four nights between there and Gallitzin Tunnels, and then hiking back to Altoona to catch the *Broadway Limited* for home. Another trip turned into a whirlwind eight-day, nine-state, 23-rolls-of-film blitz through the Northeast shooting anything on two rails.

After college and a number of short-lived jobs, John and his wife moved to Columbus, Ohio, where he got a job with the Defense Department. He observes, "Ohio meant the DT&I, Buckeye Yard, easy trips to Chicago, a whole bunch of Midwestern short lines and the birth of our son, John William." But homesickness and a transfer brought them back to Baltimore, where John presently works for the Social Security Administration as a computer programmer.

Since returning to the East Coast, he and a bunch of new-found railfan friends have been hitting Binghamton, Richmond, Sand Patch and Paw Paw, as well as the nearby short lines like the Gettysburg, Maryland & Delaware, Baltimore & Annapolis and, of course, Maryland Midland. He shoots both slides and b&w using Olympus OM-1 and OM-G cameras, with all processing done by Kodak.

John's other interests include sailing, coaching and playing soccer and softball, dee-jaying record hops and model railroading. He is also well into writing a book on the history of the Catonsville Short Line.

He sums it up: "My son, now three, has developed quite an interest in trains, and my wife very patiently tolerates two railfans in the family. On most weekends you can find us out by one of the Chessie or Conrail lines near Baltimore. Maybe this week we'll get lucky and catch two blue GP40s on the B&O Old Main Line . . . or maybe a unit in old WM colors . . . or maybe an all-GE set on Conrail . . . or maybe . . .". ⊂

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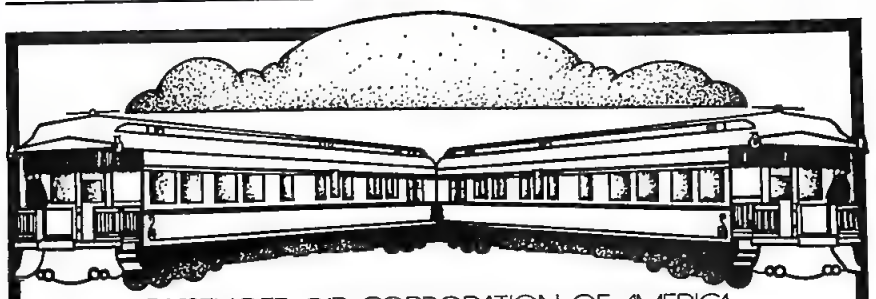
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BY JIM BOYD

"f8 and be there"

Somebody once said that the secret to photography is "f8 and be there." From the standpoint of railfan photography, I'd change that slightly to "1/500th and be there" (I'm forever preaching that the high shutter speed is probably the singularly most important factor in developing good railfan photography habits). But the "be there" part is indispensable. You can't get a great photo if you left the scene too soon and went off to a McDonald's just before the clouds parted and the two sets of six wheel truck Alcs met on Horseshoe Curve.

It's the "being there" that we call railfanning. To get a great photo you have to put yourself in a place where the action is or where it will be when it happens (this is getting profound). All of our experience and acquired railfanning skills are utilized in putting us in the right place at the right time. We get to know how railroads operate by working for them, by observation, by talking to railroaders or by reading books and magazines. Those with experience will be able to encounter a railroad situation, evaluate the available information (either from visual observation, from talking to a railroader or by listening to a radio scanner) and anticipate what will happen. His odds of being correct will be pretty good, while the inexperienced railfan is likely to miss the clues and get flim flammed. To learn these railfanning skills requires time in the field, making judgements, making mistakes and learning how the railroad world works. That's the sport of railfanning. As a beginner, don't be discouraged if everybody else seems to know where to go and you don't. Follow the crowd until you figure you can make better choices than they do. But first you have to "be there."

Artistic and camera skills can be put to work only after you have gotten to know your subject - anyone can walk into a railroad yard or weekend tourist line and take dramatic or artsy "train shots;" the camera club galleries are full of them. But to get photos that highlight the subjects that will be of interest to other railfans, you have to know what to look for. This is another way of saying that you have to know your audience. If your peer crowd is into roster photography, you'd better not come back with shots taken at noon in the summertime when the all-important trucks are in shadow; you would know to work in the morning or evening hours when the light is right. You have to "be there" at the right time.

This goes for action photography as well. You can't control the light and environment, but you can judge in advance whether the composition and lighting will be right for a given situation: maybe you'd be better on the other side of the track...maybe you should go around that next curve where the light will be on the nose...maybe you should even resort to the dark side for dramatic cross-lighting. It's all part of the game.

So now you've gotten pretty good at railfan photography and want to take the next step, sending your photos into a magazine for publication. "This is a great shot. It's as good as anything I've seen in that rag of Boyd's. Let's go for it!" So you send it off, wait a year, send Boyd a nasty letter or two demanding your slides back and wonder what happened. It's like being rejected by a girlfriend. You feel you're not good enough to break into the "In Crowd." Maybe you should just go home and watch MTV. "Being there" didn't work.

As one who spent a decade as a contributor long before becoming an editor, I know how you feel. But there's nothing to be discouraged about. When it comes to getting photos published, you have to "be there" trackside at the right place and time, and you have to hit the editor at the right place and time with just the right subject. That's a lot harder to do, because even he can't tell you in advance what is needed And a lot of damned fine photos will never see printer's ink. It's not because they were bad or unworthy; it's usually just that the timing was wrong. I recently received a beautiful vertical photo of N&W 611 crossing a little bridge in perfect light, surrounded by West Virginia hills. That would have been a cover shot if I'd had it at the right time, when we had a feature going

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on the 611. But we've got nothing on the 611 in the works right now, and that perfect cover photo will be a reject because we have no need for it *now*.

There is an "In Crowd" here, but it's open to anyone willing to join. The regular contributors *are* regular contributors because they get out there and hustle. They supply me with good quality slides or b&w's while the news is still hot, and they include enough data on the story so that I don't have to get bogged down in researching or verifying their material. And I'll give a new name a chance over an old one if the material is equal—the "regulars" see their name in print enough to be able to live with that. Of course, if somebody makes a special pre-arranged effort, like Dave Lustig and Tom Savio using the telephone and Federal Express to get the SP/SF SD45s to me just under the deadline, I'll make sure their work is published, even if somebody else should happen in the meantime to bang in a lucky shot.

Some of the choices made by magazine editors—and that includes all of 'em, not just me—can be pretty arbitrary. A photo might make it into PHOTO LINE simply because it's a diesel shot with a narrow crop that faces left or is a strong, square image that will anchor the corner of a layout. It could also be because it is a simply stunning image (like Mike Eagleson's 611 on page 46) that struck the editor's fancy and served as a keystone for a photo layout. The point is that "good enough" has little to do with your skill as a photographer, for the resulting photo has to "be there" with the right subject, image and shape at the right time. When it comes to shooting photos for publication, the work at trackside and in the darkroom are only the first moves in the game.

If you *really* want to get your photos published, you have to be like Captain Kirk in "The Wrath of Kahn": If you can't win by the rules, you change the game. Instead of blindly submitting photos, try for feature articles. It's more work and no guarantee of success, but the odds and rewards of winning are higher. If you have an idea for an article, call me on the phone (201/383-3355) and we can discuss it. I won't give a guaranteed commitment to an unknown author, but I'll be glad to discuss your idea. That's how the pros do it.

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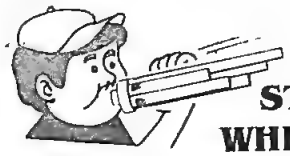

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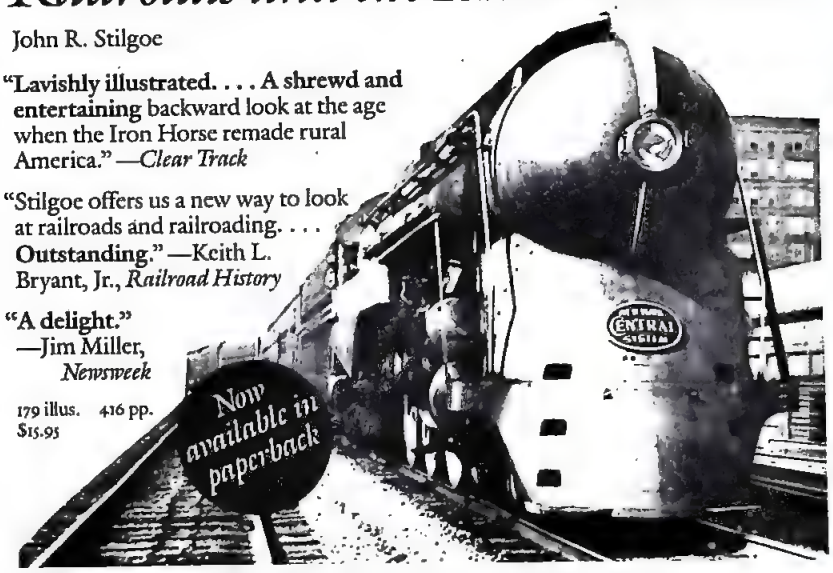

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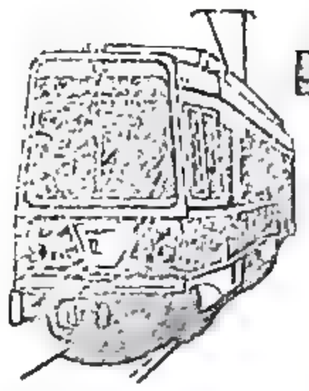

Transit Currents

Linear induction for

Rapid transit in Canada got its start on March 30, 1954, when the 4.6 miles of the Yonge Street subway opened from Eglinton Avenue to Union Station. The most recent expansion of the heavy rapid transit system up to 35.3 miles took place November 22, 1980, when .9 miles of the Bloor/Danforth subway was opened to the west from Islington to Kipling and 1.7 miles on the east from Warden to Kennedy. The cost of rapid transit construction has risen substantially in the years since the original segment of the Yonge Street subway was built. For that reason, the Toronto Transit Commission will concentrate efforts for the foreseeable future on use of light rail transit.

An innovative approach is the new Scarborough RT (rapid transit) line which opened in the spring of 1985. The RT line uses the new ALRT (advanced light rapid transit) system developed by the Urban Transportation Development Corporation of the Province of Ontario. ALRT is designed to carry a maximum of approximately 20,000 persons per hour in each direction, which is more capacity than a conventional surface streetcar line but less than a subway line. The ALRT technology is now being installed in Vancouver, B.C., and Detroit.

John Thompson, the assistant editor of *The Coupler*, an employee-oriented publication of the Toronto Transit Commission, was kind enough to supply me with additional information on ALRT. The dedication of the line was Friday, March 22, 1985. Free rides were provided to all on March 23, and revenue service began on Sunday, March 24. The ALRT line connects the Kennedy-Eglinton rapid transit station (of the TTC's Bloor/Danforth subway from downtown) to the city center of Scarborough. The 4.5-mile line was built at a cost of $196 million (all figures are in Canadian dollars). The one-way, twelve-minute trip stops at six stations: Kennedy-Eglinton, Lawrence East, Ellesmere, Midland, Scarborough Center and McCowan. The line runs on the surface with an elevated section in the Scarborough Center-McCowan area.

The Scarborough RT construction project got under way in October 1981; the first car was delivered on April 17, 1984, and the entire two-dozen car order was finished by mid-December 1984. Each of the vehicles cost about $1.5 million; they were manufactured by the Urban Transportation Development Corporation at Kingston, Ontario.

The construction of the RT line helped kick off a $500 million development boom in Scarborough. At the city center a major community and commercial hub forms a 42-acre, $427 million office, hotel and apartment complex. There is a $39-million federal government office building being erected, and another 17-story office structure is being built at a cost of $35 million.

At the beginning of the service, the RT will carry about 3600 passengers per hour in each direction with an ultimate capacity of about 20,000 passengers per hour, using six-car trains at 90-second intervals. The average operating speed is about 20 m.p.h., with a cruising speed of about 45 m.p.h. While the vehicles are designed to be completely automatic, TTC policy stipulates that there be an operator on board. The vehicles are 41'7" long, 8'2" wide, 10'3" high, and weigh 34,050 lbs. each. There is a capacity of 30 seated and 70 standing passengers in each car.

Two on-board computers accept commands from the three central computers of the ALRT system, which transmit vehicle speed and position through cables strung alongside the tracks; the computers at Kennedy station monitor the position and speed of all the vehicles on the RT line and adjust speed to keep a safe operating distance between each train or unit. While the computers aboard the car do the actual driving, they receive information by means of the antennae from the central computers. Two of the three off-board computers have to be in agreement in order to send the message to the on-board computer. The TTC operator will be able to override the automatic system in case of a malfunction. Operators also have control over the station stop time and the closing of the doors, and they make sure the track is clear of people and things that might intrude on safe operation.

A major innovation in the Scarborough RT is the linear induction motor (LIM). Instead of the electric current in the primary (outer section) driving the motor shaft, the LIM's flat primary drives against the aluminum-covered steel reaction rail laid down in the center of the trackbed. Vehicle movement is controlled or stopped by alternating the electromagnetic forces between the LIM and the reaction rail; the reaction rail carries no current. The motor has no moving parts to wear out, which wil help cut maintenance costs. The power is provided through a third and fourth rail mounted horizontally, one above the other, at trackside. Third-rail shoes collect current at 600 volts d.c., which is then fed to a power converter on the car and changed into three-phase a.c. The LIM works by having the magnetic pole of the metor chase the opposite pole along the reaction rail. The conversion unit produces enough current to keep the chase going and moves the vehicle along. Reversing the electricity flow to the LIM provides braking. Back-up or emergency braking power is through a hydraulically-actuated, spring-applied disk brake acting on the car wheels. There are also battery-powered magnetic brakes.

Another innovation in the ALRT is steerable trucks. A steel yoke is attached to each axle and joined to the central service link that flexes, which then allows the wheels on each axle to follow the rails and steer through curves. The steerable feature is expected to reduce noise and wear-and-tear on the wheels and the rail.

The Scarborough RT looks like a "must see" for anyone interested in rail transit.

BY GEORGE M. SMERK

Toronto's ALRT

Buffalo Light Rail

The last year has seen a number of significant openings of both heavy rapid transit and light rapid transit lines in the United States. None was more eagerly awaited than the opening of the light rail line in Buffalo by the Niagara Frontier Transit Metro System on May 18, 1985. As readers will recall, the downtown section is on the surface of Main Street, and the line then runs underground to the campus of the State University of New York at Buffalo. Anthony J. Schill, the rail transportation superintendent at the NFTMS, sent along some information on the rail line along with their fine new brochures.

The surface operation between stations at Auditorium, Seneca, Church, Lafayette Square, Huron and Theater is free. There is a self-service fare zone (passenger must have proof of payment) on the subway stations at Allen-Hospital, Summer-Best, Utica, Delavan-College, Humboldt-Hospital, Amherst Street, LaSalle and South Campus. At the present time, the LaSalle and South Campus stations are not finished, so the inbound starting point is Amherst Street. The run takes a maximum of 19 minutes for a distance of about six miles. Cars are running at eight-minute headways at rush hours.

The information Mr. Schill sent includes booklets on riding MetroRail for senior citizens and persons with disabilities, a step-by-step guide to fare collection, an important booklet on passenger safety and security, and a series of highly informative folders on each of the subway stations. The brochures, which are illustrated in color, indicate major destinations on the surface and an explanation of the artwork in the stations. A brief explanation of the feeder bus system serving the particular station and the fares and the method of fare payment is also included. A cut-away drawing and explanation of the station itself to help orient the passenger, and a map of the station area and the immediate neighborhood with points of interest served, is another important feature of the station-specific brochures.

Passengers have been getting used to the light rail cars operating on the mile-long transit mall that is still under construction. Needless to say, Main Street has been disturbed for a while as tracks were put down and the wires hung. A limited surface service was operated in order to acquaint the public with the new rail cars and the new service and also to help train the operators of the vehicles. The official opening day of May 18 was free to the public, as was May 19. Scheduled revenue service began on May 20. Mr. Schill reports that at the end of the first couple of weeks of rail operation, the ridership was running between 13,000 and 15,000 riders daily. A significant increase in ridership is expected beginning on June 17; at that time there will be a major restructuring of bus routes to feed into the MetroRail system.

For more information about the Buffalo system, contact NFTA Public Relations Department, 181 Ellicot St., Buffalo, NY 14205.

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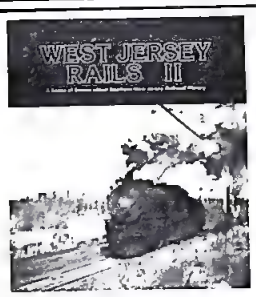

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by Floyd Yeats

Continuing our series of accurate, carefully researched and detailed pictorial reviews of Canada's railways, we are pleased to announce that this work is now available for $10.00 including postage. This 50 page book covers the Canadian Pacific mainline between Field, British Columbia and Lake Louise, Alberta over the first 100 years of operations. Floyd Yeats is a retired engineman who worked "The Hill" from 1941 to 1979 and the work contains many anecdotes about steam and diesel-electric operations, the Spiral Tunnels and the original 4.5% grade with its three safety switches. It contains 50 large sized photographs, the majority of which have never been published previously.

CANADIAN PACIFIC IN THE ROCKIES
(Volume Ten)
by Donald Bain

This is the final volume of our original series concerning Canada's senior transcontinental railway and includes items from Vancouver Island to Winnipeg. It is available for $6.00 including postage.

CANADIAN PACIFIC IN THE ROCKIES
(Volumes One to Ten)

A small number of hardcover, bound volumes of this series has been produced following the publication of Volume Ten. Complete with a comprehensive index, copies of the hardcover are available for $60.00 each including postage. Each copy is number and autographed.

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town Philadelphia to the Philadelphia International Airport is now open. The trains can be boarded at 30th St. Station, Suburban Station or Market Street East for a ride to the airport from the center city area. The fare is $2.00 in the off-peak period and $3.50 at peak period (between 6?00 and 9:30 a.m. and 4:00 and 6:00 p.m.). The trains operate every half hour in both directions from 6:00 a.m. to midnight. From Market Street East all the way to the airport, the service is scheduled to take 26 minutes, a trip that should be much faster and easier than one using Philly's crowded, narrow streets.

The opening day of service was Sunday, April 28, 1985. It was a quiet start. There was no ceremony on that day; that was reserved for April 29. On the first run of the first day, Engineer Sam Thomas and Conductor Vernon Lowe had the train pretty much to themselves. By early afternoon about 500 passengers had used the new rail service. Several thousand riders used the service on dedication day. Both Henry C. Falk and Del Ennis Weatherly sent this information.

The new high-speed commuter rail line operated by SEPTA not only provides a quick way from downtown Philadelphia to the airport, but it also connects at the various downtown stations with Amtrak trains, the Market-Frankford subway/elevated, the Broad Street subway, the Ridge Avenue spur of the Broad Street subway, all five subway-surface trolley routes and the PATCO high-speed line to Lindenwold, N.J. So the high-speed line to the Philadelphia Airport, which was originally supposed to open during the Bicentennial Year as part of the hullabaloo, is open at last if a little late. Philadelphia is truly doing exciting things in the rail transit field these days. The airport line comes only six months after the opening (and closing and reopening) of the commuter rail tunnel in downtown Philadelphia.

Grand Cypress trolleys

In a recent column I raised the question about some foreign streetcars that were being unloaded in the Orlando area. Steven Torrico was kind enough to call me from Orlando and give me some more information. The cars are for a four-mile line that will serve the Hyatt Regency Grand Cypress Resort at Lake Buena Vista near Disneyworld and Epcot in

ROBERT A. SELLE

GRAND CYPRESS RESORT in Lake Buena Vista, Florida, has a beautiful new 3.7-mile trolley line using four-wheel trams (three single-ended motor cars and one trailer) from Brussells, Belgium. Tram 1069 is shown at the Golf Club stop on July 10, 1985.

...new from M.F. Kotowski

"THE BLUE GOOSE"

There was only one! Santa Fe's famous "Blue Goose" was also that road's only streamlined steam locomotive. Its 84 inch drivers, tri-tone blue paint scheme and stainless trim are rendered by steam artist Mike Kotowski as the big locomotive first appeared in 1933 – straight from Baldwin.

In full colour, the "Blue Goose" measures 10-1/2 x 7-3/4 inches. It is mounted on a 12 x 16 grey matt ready for framing and is signed and numbered by the artist. Includes title strip and brief story.

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M.F. Kotowski **RAILROAD ART**
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the Orlando area. The Grand Cypress Resort features an 18-story hotel with 750 rooms, 57,000 square feet of indoor meeting space and a Jack Nicklaus golf course. The resort is located on a large L-shaped piece of property, and the trolley line runs from the hotel to the golf course clubhouse and also serves villas and bungalows located on the rail line.

The line itself has a single main track with passing sidings and a turning loop at each end. The cars were purchased from an operating museum in Belgium. Steve is not quite sure of the carbuilder, but there are three motor cars and one trailer, they are single-truck cars weighing in at 14 tons, with one 100 h.p. traction motor per axle. The cars were apparently built in the 1902-1906 era. They are equipped with Westinghouse air brakes and operate on 600 volts. The aim of the Grand Cypress Resort is to eventually build a collection of unique streetcars, and there is a possibility of three or four more separate trolley lines to reach different parts of the resort as it is developed.

Service on the line began June 12, 1985, and is open to the public. It is free to guests at the resort; other passengers may ride by paying a fare. The round trip takes about an hour, according to Steve, who is the manager of the operation, which is being handled under contract by Maintenance, Inc., of Dothan, Alabama. He hails from California and has a background of working for the Sierra Railroad, where he gained substantial practical experience in working with antique railroad equipment. He is a professional musician—a percussionist—by trade and is very interested in the 1920s era; his personal motive power includes a 1926 Dodge Brothers sedan! Steve said he would be delighted to provide information for people; his address is P.O. Box 22172, Lake Buena Vista, FL 32830. His phone number is 305/239-0781.

PLEASE SEND traction news and correspondence directly to Prof. George M. Smerk, Institute for Urban Transportation, 809 E. 9th St., Bloomington, IN 47405.

Flashes

George Stewart sends news about ATLANTA. Four months after the opening of nine additional miles of rapid transit line and five more stations, rail ridership at MARTA is up almost 30%. Before the mid-December extension of the north/south line, rail patronage on an average weekday was approximately 144,000 persons; during the last week of April 1985, the system was averaging 186,000 patrons per day. About half the increase is attributed to patrons from the feeder bus system project by which most of the bus lines in the north/south rail corridor were rerouted to feed the rail stations. When the line is completed to the Airport station in 1988 and to Doraville in 1989, daily rail ridership should be somewhere between 230,000 and 250,000 persons. (Did anyone notice that MARTA had a starring role in the summer movie "The Heavenly Kid," in which it served as a rolling purgatory?)

From SAN FRANCISCO David Pharr writes that the San Francisco Trolley Festival is off to a good start. Its kick-off in May included 14 cars and two trolley coaches. Mayor Feinstein was at the controls of the Iron Monster, Muni Car No. 1, from the Trans-Bay Terminal to the Civic Center. May 1985 also saw expanded shop facilities opened for the Municipal Railway. The new $4.3 million Metro annex has opened and the $8.8 million Geneva Carhouse is finally available. The Muni Metro shops were designed for 75 light rail vehicles. As of the summer of 1985, Muni has 130 cars, plus 20 historic cars, to maintain.

Bill Stanley tells us that the proposal of the U.S. Forest Service to build a tramway across to MT. SAINT HELENS National Volcanic Monument has been abandoned. Public pressure and budgetary pressure have caused the change in plans. A shuttle bus may be used instead to carry visitors to a ridge-top view of the Mt. Saint Helens crater and the land devastated by the gigantic eruption on May 18, 1980.

Out in PERRIS, California, the Orange Empire Railway Museum has just acquired what they call an "interesting and mysterious piece of rolling stock." It is a John Stephenson-built horsecar constructed sometime in the 19th century. The Museum got it from Knott's Berry Farm.

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230	GULF MOBILE & OHIO
231	ILLINOIS CENTRAL
232	ILLINOIS CENTRAL GULF
233	LEHIGH VALLEY
*234	LIONEL LINES
235	LONG ISLAND RAILROAD
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239	MISSOURI KANSAS TEXAS
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241	MONON ROUTE
*242	N&W 611 J-CLASS 4-8-4
243	NEW HAVEN (BLOCK)
244	NEW YORK CENTRAL
*245	NICKLE PLATE 765 (STEAM)
246	NICKLE PLATE ROAD
247	NORFOLK & WESTERN (OLD)
*248	NORFOLK SOUTHERN
249	NORTHERN PACIFIC
250	PENN CENTRAL
251	PENNSYLVANIA RAILROAD
252	PITTSBURGH & LAKE ERIE
253	R F & P
254	READING RAILROAD
255	RIO GRANDE (MOUNTAIN)
256	ROCK ISLAND (OLD)
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S&A PACIFIC 750 The "New Georgia Railroad" has begun operating steam excursions in and around Atlanta using S&A 4-6-2 750, on lease from the Atlanta Chapter NRHS. Operated by the Georgia Building Authority, a state agency, the New Georgia Railroad has set up a shop in the old E.P.Evans/Southern Iron & Equipment railcar facilities along the old Georgia Railroad main line near the East Lake MARTA station. They already have on hand quite a number of passenger cars in varying states of serviceability, including four ex-DL&W m.u.s.

Their first excursion took place on June 5, with the 750 handling a $100-a-ticket fundraiser for the Callanwolde Art Museum over the Seaboard from Emory University to Underground Atlanta, downtown. Public runs began on June 15 with a trip on the Georgia Railroad from Underground Atlanta to Stone Mountain, followed by shuttles between Stone Mountain and Conyers or Lithonia.

With state backing, the New Georgia Railroad hopes to refurbish a fleet of excursion cars for operation on various routes around the state. They are contemplating operation of Southern E8 6901 from the NRHS museum at Duluth, Ga., and the overhaul for operation of the handsome A&WP 4-6-2 290. In the meantime, the Southern's Bill Purdie has come out of retirement to work on the 750.

CHEYENNE'S RAIN STORM Between 6:00 p.m. and midnight on August 1, Cheyenne, Wyoming, was deluged by an incredibly severe storm that dumped six inches of rain and hail on the city. A dozen people perished in the resulting flash flooding.

The Union Pacific main line was under a foot of water, as were the ground floor offices in the depot. One observer noted that the turntable pit and the inspection pits in the diesel shop were full to the top with a mix of water and hailstones. The UP's historical collection in the roundhouse, however (including the steam locomotives, E9 951 and DDA40X 6936), was unscathed. Trains were moving through the flooded area the next day, and two days later operations were fully back to normal.

The morning after the storm, the UP recalled a number of furloughed employees and sent them out with truckloads of material and tools to help the city and individuals clean up and repair the damage. "Public Relations" to the UP is more than just an advertising jingle on the radio.

AND THE CF7S SHALL INHERIT THE EARTH Just about the time that the Northeast is being overwhelmed with ex-Santa Fe CF7s, we receive news that Dixie is succumbing as well. The Columbus & Greenville has acquired four (2450, 2451, 2464 and 2465), and the Meridian & Bigbee has already repainted the 2442 as its 106.

THE LAST RIO GRANDE In June 1985 the last two D&RGW narrow gauge steam engines were removed from the once dual-gauged roundhouse in Alamosa, Colorado. With K37s 491 and 499 removed, the roundhouse is slated for demolition. The Durango & Silveron Narrow Gauge R.R. used the famous "Old Blue" articulated flatbed trailer to move the 499 to Durango on June 5. The 499 will reportedly have its boiler removed and used as a pattern for new all-welded boilers for the 499 and other K37s as an economical alternative to repairing the old boilers.

The 491 and tender from the 499 are owned by the Colorado Historical Society and will be displayed on a new track at the Colorado Railroad Museum in Golden, where they arrived on June 21. The museum's director, Bob Richardson, notes that it was not uncommon for the Rio Grande to swap tenders, and the 499's tank will be renumbered to match the 491.

Another recent acquisition of the Colorado Railroad Museum is the huge 29-ton, 14-foot tall stone monument honoring the inspiration for the first vista dome car that had been in Glenwood Canyon since 1950 (EMD's C.R. Osborn conceived the idea of the dome car while riding the cab of a Rio Grande F-unit through the canyon in 1944, and the CB&Q built the first dome in 1945—that car, *Silver Dome*, is now in the Mad River museum in Bellevue, Ohio). The victim of increasing vandalism, the 500-lb. model of a CZ dome car was removed from the monument by the D&RGW several years ago and placed in the museum for safe-keeping. With the construction of I-70 through Glenwood Canyon threatening the rest of the monument, the Rocky Mountain Railroad Club and Intermountain Chapter NRHS pitched in to help the museum move it to Golden, where the model now sits proudly on its base again-CHIP SHERMAN.

THE GULF & MISSISSIPPI On July 9, 1985, the Illinois Central Gulf sold 713 miles of track in Mississippi, Alabama and Tennessee to the Mississippi & Gulf Railroad. The new company was initially organized by L.B.Foster Company of Pittsburgh, dealers in used rail and oil well supplies, and was to have been operated by Kyle Railways, Inc. As finally formed, however, the G&M is a partnership between L.F.Rothschild and Charterhouse Group International, both New York-based financial institutions, with L.B.Foster holding a minority position. Kyle Railways is providing some organizational work, but the G&M has put together its own management team to operate the railroad.

The former IC and GM&O trackage was purchased from the ICG for $22.5 million, and 209 former-ICG employees will come to the new company. Operating employees will retain their UTU membership, but three-man crews will become standard. The railroad will move its car shops and dispatching and operating headquarters to the old GM&O division point at Artesia, Miss., near Columbus. Initially, however, locomotive servicing will be centered around the old GM&O (nee-M&O) facility at Tuscaloosa, Ala., until suitable facilities can be constructed at Artesia. Administrative headquarters for the new company are in Columbus, Mississippi.

The G&M will lease cars from the ICG and other sources. Some 30 ICG locomotives, mostly Paducah-rebuilt GP10s, came as part of the deal, and five additional Geeps were acquired from Precision National. Those five came from Precision in the new G&M paint scheme shortly before the completion of the track purchase. The G&M colors are very similar to the later red and white livery found on the GM&O's GP38s (see color photo on page 59). In fact, the name of the new railroad would have been "Gulf, Mobile & Ohio" had not the ICG been unable to release it, since some old bonds still circulate under that name. The new company was successful, however, in getting the ICG to part with the old GM&O winged herald.

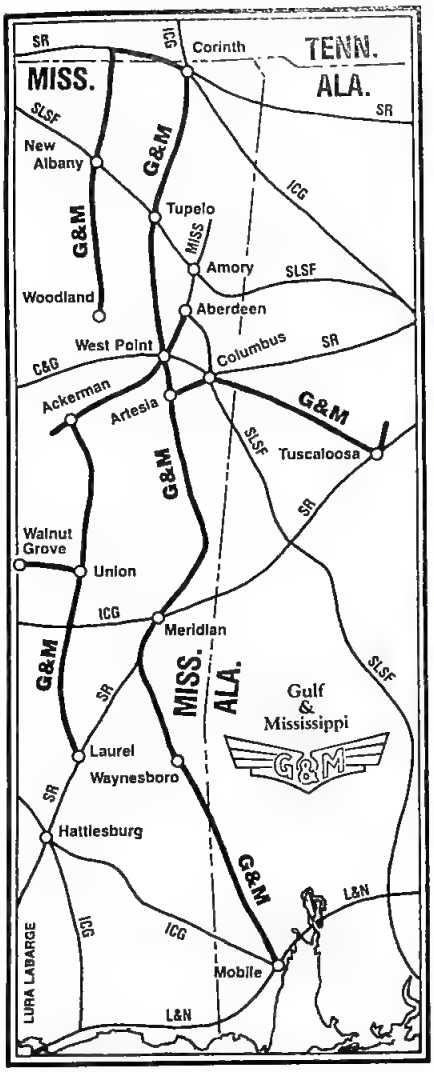
Rehabilitation of the track is expected to begin immediately with a $20-million loan from GE Credit. The first work will take place in the Artesia yard, which is scheduled for new rail and ties. Rehabilitation will then proceed on the line from Laurel to West Point, Miss. The G&M track between Artesia and Columbus has the distinction of being used by the trains of three different railroads. In addition to the G&M, both the Golden Triangle R.R. and Columbus & Greenville have trackage rights for access into Columbus.

The G&M faces a challenge in attracting business in an area which has suffered from declining service and car supplies since the ICG-GM&O merger of August 1972, but the line's management is confident that a locally-managed operation providing reliable transportation can prosper. As one G&M marketing representative put it, "After 13 years of the ICG, the local customers have had enough."-LOUIS SAILLARD.

KYLE RAILROAD The former Rock Island main line across northern Kansas and eastern Colorado (see May '82 R&R page 51) is being operated as the Kyle Railroad for the Mid-States Port Authority, a Kansas public agency representing the 14 on-line counties. An FRA loan has been secured to rehabilitate the line east from Limon, Colo., to Clay Center and Mahaska, Kansas. Two contractors started a $9 million track upgrade program this spring, working in opposite directions out of Kyle's headquarters at Phillipsburg, Kansas. The work will involve 175,000 tie replacements, ballast where needed, surfacing and grade crossing work on 370 miles of the 413 presently being operated. The trackwork is to be completed by August 1986. A new three-track diesel and car shop was opened in Phillipsburg in April 1985.

In mid-April, Kyle brought in eight ex-Conrail GP40s to work beside the eight remaining operational ex-BN/SP&S C424/425s. Also on the Kyle roster are four Geeps and four ex-SP SW8s from the recently defunct San Diego & Arizona Eastern operation. They have also leased three ex-BN GP7s from the Colorado & Eastern. Plans call for repainting the Kyle fleet into the dark blue with a white band used on the SD&AE Geeps-CHIP SHERMAN.

THE SUSQUEHANNA STACK-PAC One of the more unusual, coast-to-coast double-stack trains is the one being operated for Sea-Land by none other than the little New York, Susquehanna & Western using brand new five-platform Gunderson "Twin-Stack" articulated cars painted bright red and carrying NYSW reporting marks. Originating out of Sea-Land's new facility in Tacoma, the train is run



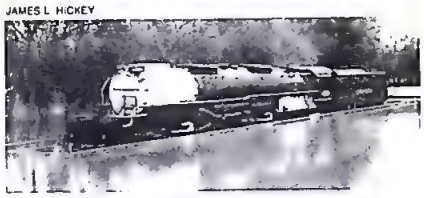
KYLE RAILROAD has completed its new shop in Phillipsburg, Kansas (right). They plan to repaint units into the "SD&AE" blue and white.

THE SUSQUEHANNA STACK-PAC en route from Tacoma, Wash., to Little Ferry, N.J., for Sea-Land, made its second eastbound run on August 11, seen (below) near Deposit, N.Y., on Conrail with an ex-LIRR C420 and ex-NYC C430.

JAMES KARVONEN

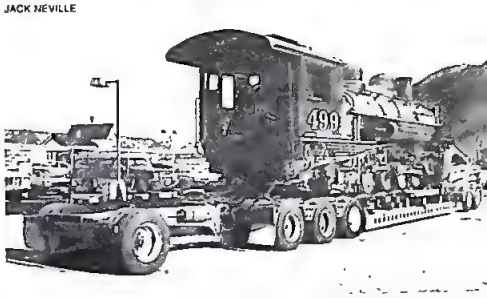
S&A PACIFIC 750 departs Atlanta on June 15, bound for Stone Mountain with the first public excursion for the state-sponsored "New Georgia Railroad" tourist operation.

JAMES L. HICKEY



CHEYENNE'S RAIN STORM of August 1 flooded the city and put Big Boy 4004 up to its armpits in water in Holliday Park the next day.

JACK NEVILLE



THE LAST RIO GRANDE Mikes, 491 and 499, were removed from the Alamosa roundhouse in June. The 499 went by highway rig to Durango.

CHIP SHERMAN

RAILPACE TOM NEMETH

to Chicago on the BN and forwarded to Buffalo on the B&O, where it is handed over to the D&H and taken to Binghamton, N.Y. There the NYS&W takes over with its yellow and black Alcos, forwarding the train over Starrucca Viaduct to Passaic Junction in New Jersey and then over the "old" NYS&W to the new Sea-Land facility in Little Ferry. This routing utilizes trackage rights over Conrail between Buffalo and Passaic Junction. (This is part of a five-year BN/Sea-Land agreement that also includes two other Twin-Stack trains between Tacoma and Chicago.)

Although Conrail had been handling the train for the first few weeks, the D&H and NYS&W picked up their end of the operation on Sunday, August 4. Pulling the train into the NYS&W yard in Binghamton to change from Guilford Geeps to NYS&W Alcos turned out to be a minor disaster that won't be repeated, as the stack cars derailed both entering and leaving the yard. With four C430s, a C420 and a borrowed Santa Fe CF7, the train of 31 general freight cars, 14 five-platform Twin-Stacks and 27 Sea-Land container flats made a swift and uneventful trip to Little Ferry after getting out of Binghamton. The move at Binghamton is now to pull onto the old DL&W running track to change power, avoiding the troublesome yard trackage. Two Sea-Land trains a week are scheduled, one Twin-Stack train and one of conventional container flats. Though the precise timing of the trains is determined by the arrival and departure of the Sea-Land ships, it is anticipated that the eastbound double-stacker will move between Binghamton and Little Ferry during daylight on Sundays. The NYS&W has a long term contract for these trains, and they are presently negotiating to purchase three or four ex-Conrail Alco C636s from Naporano Iron & Metal for the service!

THE CADILLAC & LAKE CITY Displaced from its former-RI line east of Limon, Colo., by the Kyle Railroad, the Cadillac & Lake City is trying to scrape up business on the long-dormant line west of Limon to Falcon, near but not in Colorado Springs. Its first venture into the passenger business occurred on July 25 through 28 with its three-car "Fair Train" operating from Falcon 20 miles to Calihan for the El Paso County Fair. They made four round trips daily behind an ex-Milwaukee "GP20."

AMERICAN COAL ENTERPRISES After the month of testing on the C&O in January with ex-C&O 4-8-4 614 (May '85 R&R), Ross Rowland and his American Coal Enterprises are down to doing heavy battle with the forces of economics. The easing of oil prices is taking much of the pressure off of alternate fuel programs, and it appears that little if any government money will be forthcoming.

With about a $40 million price tag on the "full blown ACE 3000" locomotive, ACE was looking at the building of a less expensive (about $15 million) prototype referred to initially as the "Mark 1" and subsequently dubbed "ACE 6000." This would have been essentially an Americanized version of David Wardale's South African "Red Devil" concept, with the addition of a diesel-era cab and computer control. Initial designs had it as a non-condensing three-cylinder compound 2-10-2 with intermediate reheat between the high and low pressure cylinders. It was hoped that this locomotive would demonstrate the potential of the prototype ACE 3000 and encourage further financial backing.

It was at this point, however, that the Chessie System balked, withdrawing its financial support for a locomotive that it felt would not be competitive in the U.S. rail environment. Chessie said, in essence, we'll support the prototype ACE 3000, but we're not interested in the ACE 6000 concept. Scaling back the ACE operation and returning to the Wall Street commodities market where he has demonstrated his skill at making money work for him, Rowland has put the 614 up for sale (asking price is a half million dollars) and is already selling off his passenger equipment. The ACE project is still very much alive, but the focus is now to raise money.

THE OLDEST DIESEL The "oldest diesel owned and operated by a major American railroad" has replaced the oldest steam locomotive of similar distinction in regular tourist-hauling service at the B&O Museum in Baltimore. This past spring, Steve Wickersham and the ACE/Chessie steam crew opened up Clinchfield 4-6-0 No.1 for an overhaul at the Hagerstown roundhouse and discovered that the 1882-built machine was beyond economical repair. "She's one tired old girl," commented Wickersham.

As a result, No.1 was put back together as a static display, and C&O SW1 8401, built by EMD in April 1942 as Pere Marquette 11, assumed the task of passenger service on one weekend per month from the museum to Mt.Clare Junction and back.

NO MORE ALCOS Bombardier, Inc., shut down its locomotive-building facility in Montreal in mid-July. It hasn't had a new locomotive order in two years, since the CNR HR616s and VIA LRCs, and it lost a reported $40 million since then. Bombardier will continue to manufacture the 251 diesel engine and parts but no more new locomotives. This is the end of the line for the locomotives that trace their direct heritage to Alco of Schenectady, N.Y.

NEW LOCOMOTIVES The Santa Fe is taking delivery of 15 more GP50s, 3840-3854, which may be the last new power delivered in an AT&SF or SP traditional paint scheme (see the new SP&SF colors on page 59). The Chicago & North Western announced in July that it is buying 35 SD50s at a cost of approximately $45.5 million. Though they are both rated at 3600 h.p., the C&NW expects to be able to replace three SD45s on road freights with two Super-Series equipped SD50s. And get those FPA4s while you can, for VIA Rail Canada has ordered 20 F40PHs from GMDD of London, Ont., anticipating delivery in mid-1986.

RETURN OF THE *SOUTHERN BELLE* With the acquisition of Chicago & North Western E8A 5031-B from Chicago's RTA, the Kansas City Railroad Museum has completed the assembly of equipment from the original KCS *Southern Belle*. The C&NW unit was originally KCS E3A 23, which retained its number while being rebuilt by EMD as an E8. It will be repainted into the handsome KCS black, yellow and red to head up the *Southern Belle* display consist of an RPO-baggage, a coach, a diner, two sleepers and a tavern-lounge-observation.

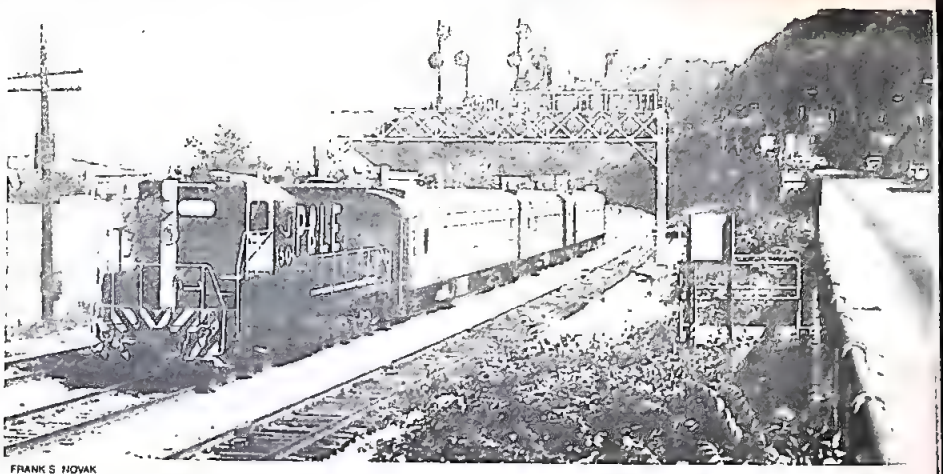
PITTSBURGH & LAKE ERIE The P&LE commuter train between Pittsburgh and Beaver Falls, Pa., made its last run on Friday, July 12, 1985. Its equipment, however, will get little rest, for the entire trainset of four coaches and GP7 1501 were put up for sale. It went to a joint bid by the Ft.Wayne Railroad Historical Society and Jerry Jacobsen of Ohi-Rail. The four coaches will be refurbished immediately and put into service for the fall trips behind NKP 2-8-4 765 (Ft.Wayne also purchased three of Ross Rowland's "Chessie" P70 coaches, all of which are in excellent condition with good seats, air conditioning and toilets). The P&LE Geep has been put to work on Ohi-Rail's new Youngstown & Austintown operation out of Youngstown, Ohio.

CONRAIL GP38S In a situation determined by how the units were originally financed or leased, Conrail has been disposing of some rather good and relatively new motive power while retaining numerous older units. The Pittsburgh & Lake Erie was able to virtually retire its U28B fleet with ex-Conrail GP38s, and former-PRSL GP38s secured the retirement of the Bangor & Aroostook's BL2s and F3s on one coast while heading up *Daylight* passenger consists for the Eureka Southern on the other. In its own back yard, two more Conrail GP38s (purchased by Penn Central) have been purchased by the Genesee & Wyoming in upstate New York to be used on its newly-acquired ex-B&O line into Rochester. The 7862 and 7844 will be painted as time permits.

So while it is scattering its GP38s to the four corners of the country, Conrail has just has just embarked on a program to convert old GP35s into—guess what—GP38s! Conrail has quite a fleet of GP35s that it owns, in contrast to the newer GP38s that were leased, and it would make economic sense to make productive units out of them. The GP35 was a relatively poor performer because it was pushing its 567 engine to the limits with a turbocharger, and its electrical system was built around a nightmarish 16-stage stepping relay. Reworking the basic GP35 with a non-turbocharged 645 and reliable, contemporary electrical gear should result in a very good utilitarian locomotive. Conrail is evaluating the 7635 to determine if it is worthwhile to rebuild any more of its stored GP35s.

FROM *CHIEFS* TO CHINATOWN Anyone who railfanned pre-Amtrak Chicago will remember that the south side of the Santa Fe's coach yard and engine terminal was bordered by the ornate buildings of Chinatown. Well, with Amtrak well established in its new

PITTSBURGH & LAKE ERIE ran its last commuter train from Pittsburgh to Beaver Falls, Pa., on July 12. The equipment (right), shown departing Pittsburgh on June 25, was sold to the Ft.Wayne Railroad Historical Society for use behind ex-NKP 2-8-4 765, and Geep 1501 went to the Youngstown & Austintown.



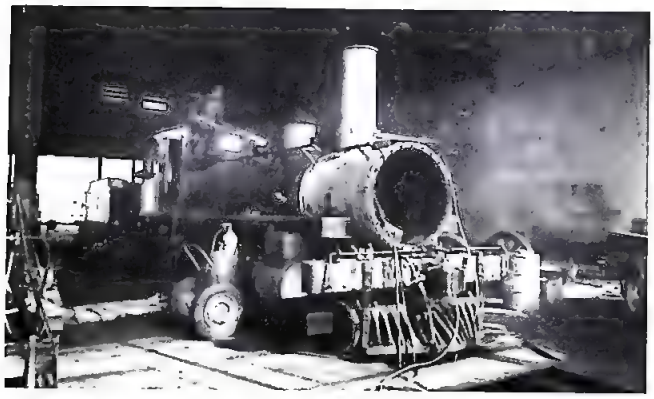
FRANK S. NOVAK

CONRAIL GP38S, held on lease, are being disposed of right and left, while the railroad has quite a fleet of GP35s that it owns outright. The 7635 (below) is an experiment at converting a weary GP35 into a reliable GP38. It was at Cleveland on June 19, 1985.

JOHN C. BENSON

KENNETH MOCK

JIM BOYD



THE OLDEST DIESEL on the Chessie System, C&O SW1 8401, has replaced Clinchfield No.1 in operation at the B&O Museum after an inspection at Hagerstown in May revealed the 4-6-0 was beyond repair.

THE CADILLAC & LAKE CITY operated its "Fair Train" on July 25-28, making four round trips per day between Falcon, near Colorado Springs, and the El Paso County Fair at Calihan, 20 miles up the ex-RI line.

MARION J. ZYCH

facility near Union Station, 30 acres of the Santa Fe property is being sold to the Chinese American Development Corporation, permitting Chinatown to expand north to 18th Street and the ICG's St. Charles Air Line connection from 21st Street. The former Fred Harvey Commissary building, where the diners for the transcontinental streamliners were stocked, will become a Chinese Community Center. The rest of the shop complex will be developed for residential, retail and commercial use.

AMTRAK BAGGAGE CARS With the inauguration of Boston-Washington mail trains on October 30, 1984, Amtrak has developed a chronic shortage of baggage cars, and leased VIA baggage cars are common on the mail trains. To remedy this situation and permmit further expansion of mail and express service, Amtrak is undertaking a $5 million project to purchase 50 baggage car "shells" which will be equipped with high-speed trucks and HEP trainlines at their Beech Grove, Indiana, shop. Five of the new cars will eliminate the present mail train shortage, while 21 will replace older baggage cars due for costly overhaul. The remaining 24 cars will be added to six routes where present mail, baggage and express demand exceeds capacity. The contract for the cars is expected to be awarded before the end of 1985, with the cars entering service in 1987.

BUDDS IN THE NEWS Metro North is having three RDC cars completely overhauled by Chrome Locomotive of Silvis, Illionis, for use on the "West-of-the-Hudson" service on the old Erie between Suffern and Port Jervis, N.Y., where some rather road-weary RDCs presently hold sway.

Meanwhile, Steam Associates and Flying Cloud Partnership have acquired the two *Roger Williams* RDC cab cars from Amtrak. Car 28 was serviceable and made a very successful test run on the Seaview Transportation Company trackage in Rhode Island. Car 27 has some parts missing and had yet to be tried out. The *Roger Williams* was ordered by the New Haven Railroad in 1956 as a six-car trainset consisting of the two cab cars and four blind-end powered coaches, one of which was converted to a diner. Only one of the coaches survives today; it is in regular service in the Maryland MARC commuter fleet. Originally termed the "Hotrod" set by Budd, the trainset operated briefly as the *Flying Cloud* before being named the *Roger Williams*.

The Challenger on Sherman Hill

The fantrip at its best.

PHOTOGRAPHY JIM BOYD, EXCEPT AS NOTED

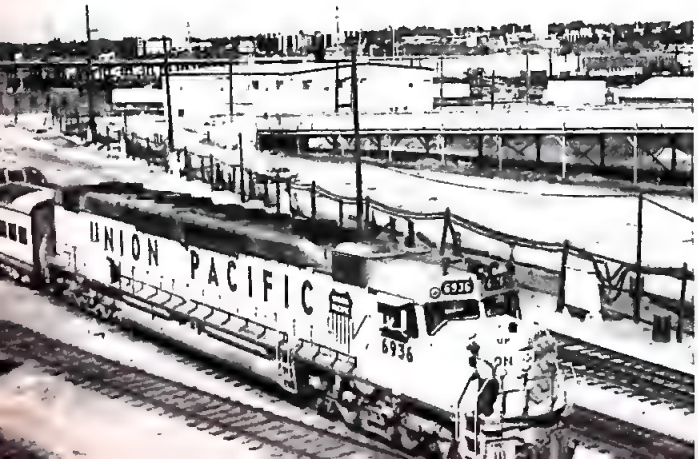
The Union Pacific knows how to run a fantrip. When it comes to the twice-a-year romps over Sherman Hill sponsored by the Denver railfan groups, a train ticket will guarantee you better photographs than a chaser's map and a 4×4. Take the May 26, 1985, Rocky Mountain Railroad Club excursion with Challenger 3985 for example. There were nine photo runbys. Those who chased the train likely didn't fare so well, as access to the classic locations on Sherman Hill is possible only on the "Omaha Road," the UP's network of maintenance roads that follow the track. During most of the year, these roads are open, and trespassing is tolerated, if not welcomed. Due to the traffic hazard that a fantrip motorcade presents, however, on the Friday night before the trip the word went out to the MofW crews to lock the gates behind them.

Any vehicles found inside the gates on fantrip day had better have a legitimate reason for being there, for the railroad works closely with the county sheriff in patrolling the line. Access to the railroad is quite limited, though not impossible, from public roads, but the more famous sites like Dale Junction involve trespassing on either the railroad or private property—and the local ranchers have been getting downright hostile with camera-toting visitors.

All aboard!

Sunday morning, May 26, was pleasantly mild in Denver, and a light jacket was comfortable. A high, white overcast was in unfortunate contrast to the crisp blue skies of the two previous days. Centennial diesel 6936, the UP's last operating DDA40X, sat in Denver Union Station at the head end of a perfectly-matched 15-car yellow streamliner (the 6936 was the last DDA40X to handle a revenue freight train, the eastbound LAWST piggybacker into North Platte on May 6, 1985; it has now joined the UP excursion fleet at Cheyenne along with Challenger 3985, 4-8-4 8444 and E9 951). There was just time for the obligatory "tag" shot of the train in the station, surrounded by onlookers, before the 7:00 a.m. departure.

The Centennial made easy work of the move out of Denver, weaving through the yard and then opening up once out on the main line. Dutch door viewing and photography was no problem, and after a couple of shots of the Centennial down the flanks of the coaches, it was into the mid-train baggage car for donuts and coffee and then



CENTENNIAL 6936 switched the passenger consist in Denver Union Station the morning before the fantrip. The first runby with 3985, west of Emkay, was typical of the open country.

by Jim Boyd

back to the rear of the train for a little dome riding. When I had made the decision to ride this train in late April, the reserved seat tickets had already been sold out, but I managed to get a "standee" ticket with no guaranteed seat (the 440 reserved seats had been sold out by March 29, but they honored requests for about 500 tickets). They make it a policy, however, to not sell the lounge and dome space, and combined with the numerous seats in the washroom lounges and the vast number of passengers riding the Dutch doors and baggage cars, it made for plenty of room and an uncrowded feeling to the train.

Our northward pace was brisk, about 80 m.p.h., and we were leaving the highway traffic quickly behind. It was quite pleasant to be gliding along under glass again at main line speeds. It is 98 miles from Denver to the junction at Speer, ten miles southwest of Cheyenne, where the 3985 was waiting for us. The DDA40X and 4-6-6-4 side-by-side at Speer was one of the few prime shots that only the chasers were able to get, as the passengers were not permitted to detrain during the brief stop to change engines.

As we approached Speer, we could see the Challenger poised on the Cheyenne line. Camera in hand, I headed for the nearest Dutch door, which was already jammed with fans about four deep. "I guess this is the photo line," I chuckled. "Yeah," replied Doug Lilly, another latecomer, "but unfortunately it's series instead of parallel." I slapped on a wide angle lens and blindly held the camera over everybody's head for what resulted in a slightly-crooked slide of the 3985 with its pilot cut off.

You cannot experience a Challenger from 15 cars away, so I made my way forward to the baggage car, with only the crew car separating us from the centipede tender. It was no problem finding a spot near one of the open doors (and once under way, the cinder barrage made a spot right *in* the door nearly always available). The Challenger was coupled on, and the great Manning, Maxwell & Moore whistle boomed out the air test and highball.

Showtime!

When the whooshing of four cylinder cocks died away, the kra-HUMP, kra-HUMP, kra-HUMP of the double exhaust was distinct and loud. This was the first time in my life I'd been able to really listen to a simple articulated at work. The two "engines" were out of step as the train got under way, but within less than a minute they began to merge together into a just slightly ragged two-cylinder beat. As the speed picked up, the sound could have passed for that of a 4-8-4. After a day of careful

THE SECOND RUNBY, Milepost 537.3, included a ten-minute pose (top) for still photos; the fans took pictures and just studied the 3985. Hanging out the baggage car door (below) got you a cinder shower, but the sound was great inside.

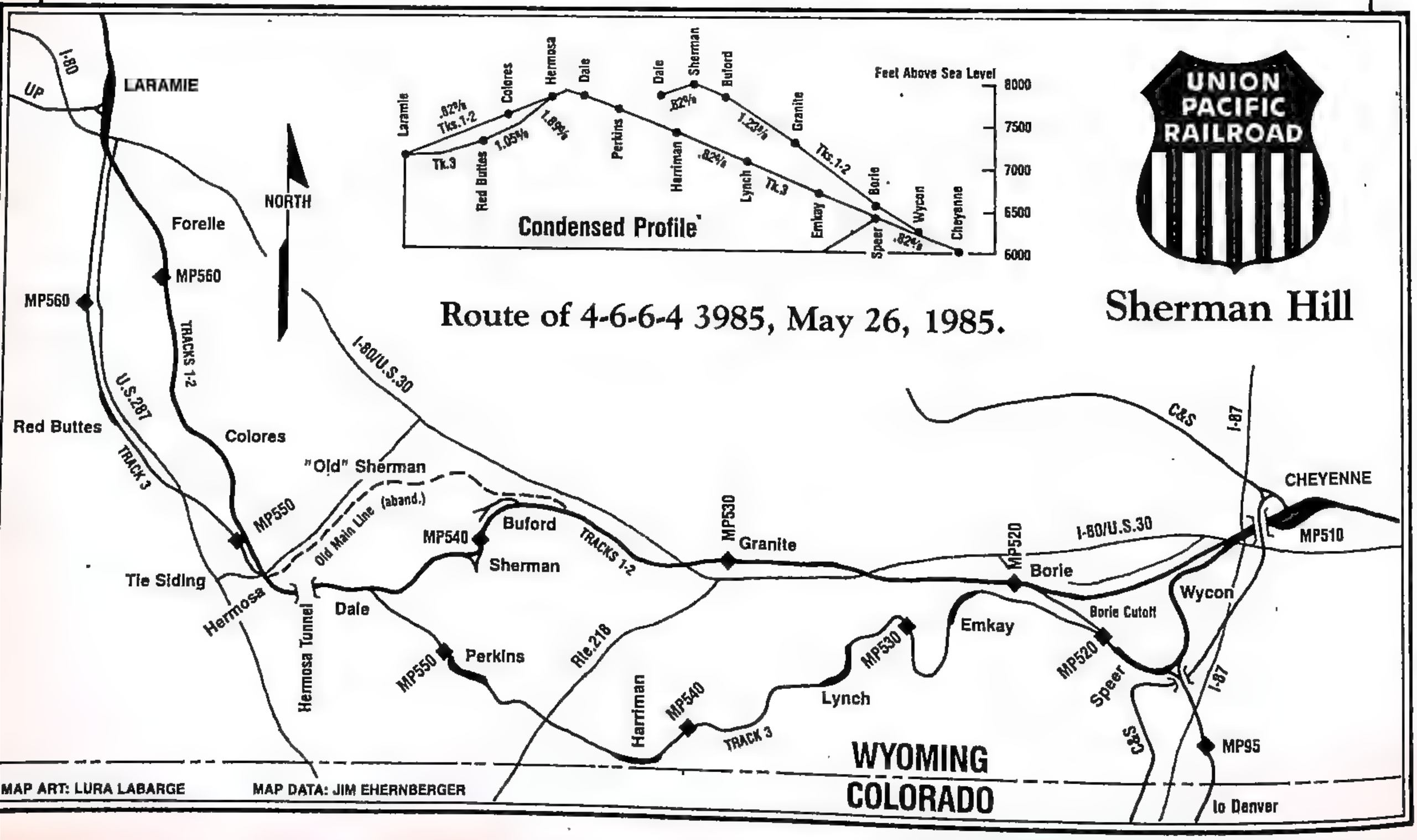
listening, I would have to observe that the Challenger will often end up out-of-step when starting or stopping, but once she begins to work, the two engines tend to creep into synchronization and stay there—this is quite remarkable, since the timing of the exhaust is a function of the wheels rolling on the rail, and one engine would have to physically slip or creep in relation to the other for the exhaust beats to get into or out of step. Fascinating. (Engineer Steve Lee acknowledged that she did seem to get into step as the speed picked up, though he noted that as the exhaust gets faster it might be just an illusion as it becomes almost impossible to pick out one beat from another. He said that she will usually stop out-of-step, but when she stops *in* step, she is noticeably more slippery on starting, and one engine will often break loose, creating the unique sound of a furious fast exhaust laid over a heavy, slow beat.)

There's nothing like a fantrip to get you to do your homework on a new piece of railroad. Chip Sherman and Bruce Black had given me a guided tour of Sherman Hill chasing diesels a couple of days earlier, and the trip itinerary handed out to the passengers contained an excellent map and a capsule history of the line (see page xx). Departing Speer, we were headed west up the .82% of the Harriman line, built in 1953. Our first movie run would be at Milepost 528, about eight miles from Speer and beyond the siding at Emkay (named for Morrison-Knudsen, the contractors who built the line).

Milepost 528 was in a wide cut, with

There are two routes over Sherman Hill, the old main and the Harriman line, which cross the backbone of the Rocky Mountains—though not the Continental Divide—in high prairie country between Cheyenne and Laramie, Wyoming. It's a harsh landscape of open but rocky terrain, minus the snowcapped peaks that loom on the horizon to the south and west. Today's "old" main line, built in 1868 as part of the original transcontinental railroad, climbs westward out of Cheyenne with grades over 1.5% to the summit at Sherman and then drops down through Dale Junction and Hermosa Tunnel to Laramie, a total distance of about 57 miles.

There have been four major line modifications in the history of Sherman Hill. The original Sherman summit and crossing of Dale Creek were about 2½ miles north of their present locations—the line between Buford and Hermosa (Tie Siding on the highway map) was relocated via Hermosa Tunnel in 1901, and the old route was abandoned. As part of the same project, a second main line was built between Hermosa and Laramie; the new line, via Colores, kept a .82% grade, while the old main via Red Buttes has a stretch of 1.92%. The third change came in 1953 with the completion of the "Harriman line," a new single track between Cheyenne and Dale Junction looping to the south using nine additional miles, high fills and deep cuts to avoid Sherman summit and keep the westbound grade to .82%. The fourth and most recent change was the double-tracking in the mid-1970s of the Colores line between Laramie and Hermosa. With the exception of the double-track segment through the twin bores of Hermosa Tunnel, Sherman Hill has three tracks for the entire distance between Cheyenne and Laramie. The tracks are numbered 1, 2 and 3 from the north. In normal freight operations between Cheyenne and Dale Junction, the Harriman line (Track 3) is used for westbound and the old main line (Tracks 1 and 2) is used for eastbound traffic. Between Hermosa and Laramie, westbounds drop down the steep Track 3 Red Buttes line, while eastbounds use the easier Tracks 1 an 2 via Colores. Since everything is under CTC control from Cheyenne, however, moves can be made in either direction on any track. ⊂



the track stretching east onto a long fill with a southward curve about a half mile away. Three distinct photo lines were established, each presenting a different angle, but all making people-less pictures possible. The "far" photo line stretched across the bottom of the little valley well to the rear of the train. It was probably a quarter mile from that to the "middle" photo line, where I was, on the hillside overlooking the fill and valley. The third photo line was atop the cut, providing a down-on angle. In spite of the far photo line, I was able to frame up the entire train on the fill with no people in the picture. The vast countryside had absorbed three photo lines, a Challenger and a 15-car passenger train and still left room for a grand plume of smoke. The sound was excellent, and only the elimination of that high, white overcast would have improved things.

Being a basically greedy sort, I wanted both a good position in the photo lines (at the extreme rear of the train) and a spot at the baggage car door (at the extreme front of the train) to listen to the locomotive work. Thus, my day was one of trekking the entire length of the train before and after each photo run. It was a lot of exercise, but the photos were worthwhile and the listening was terrific.

The second movie run, at Milepost 537.3, just east of Harriman, was in a location rather similar to the first, but by now the clouds were moving to the east, leaving a brilliant blue sky overhead. This runby was one of the more interesting that I've experienced. A Rocky Mountain Club officer noted that one of the drawbacks of picking up the steam engine at Speer is that the passengers never get a chance to see the locomotive standing still. To remedy this, they unloaded the photographers, backed up the length of the train and stopped. They then just sat for about ten minutes while the fans encircled the engine—staying well back and out of each others' way—for a fine series of roster views. Knowing there was time and room to work, they even tolerated an occasional photographer who moved in for a wide-angle closeup, as long as he didn't linger too long in front of everyone.

The train then backed up nearly a mile for another splendid "Marlboro Country" runby. The third runby was at Milepost 541, this time with passengers unloading onto a high fill and the photo line forming in the rocky cut to the rear of the train. Runby number four was at Milepost 550.8, just west of Perkins, where the track was in a wide, deep cut. The sun angle was completely wrong, but the resulting photos weren't too bad if you managed to get your exposure right.

AFTER BACKING out of sight, the 3985 recreated a 1950s image as she charged through with the third runby, near Harriman. Riders had plenty of photo angles to choose from.

A view from the cab

What followed next was probably the only aspect of this trip that wasn't available to any other ticket-holder. After having made the proper advance arrangements with the UP, I went up to the cab of the 3985 following the Perkins runby.

The UP has a specific policy with regard to cab rides: no more than five persons in the cab at any given time, and any available slots must be approved by the proper railroad authorities.

The UP had four men assigned to the

THE RUNBY AT PERKINS had most of the crowd shooting against the sun, but the results weren't too bad. As observed from the fireman's side of the cab, somebody was getting a great shot from atop the cut between Perkins and Dale.

ROAD FOREMAN STEVE LEE adjusts the throttle as 3985 thunders down Track 3 at 60 m.p.h. toward Laramie. The 3985 has a huge cab with two seats on each side. Mike Eagleson was lineside and caught the train (below) exiting Hermosa Tunnel westbound.

cab for this portion of the run. Steve Lee, a Wyoming Division road foreman and assistant trainmaster, was at the throttle, and Jim Chval, assistant power coordinator, was firing the westbound trip (firing on the return trip was Jim Fitzpatrick, a man whose title, supervisor of diesel power, doesn't exactly describe his job, which is overseeing all the stationary steam boilers and mobile steam generators on the system). Also on board were Tom Stuart of the locomotive staff and Keith Staples, general superintendent of locomotives. Tom Stuart is an engineer out of Ogden and the "resident expert" on Challengers, having fired them in regular service. It is he and Steve Lee who plan and supervise the UP steam operations and run the locomotives.

I was welcomed aboard with a quick round of introductions and directed to the head brakeman's seat behind the fireman. The 3985 has an immense cab, with two large and comfortable seats on each side—builders photos show that these diesel-style seats were original equipment. The side windows are immense, and folding doors across the back wall create an all-weather cab when they are closed (they were, of course, folded out of the way in the mild May weather).

As I settled in, Steve Lee was getting a highball on the radio, and Jim Chval was checking his fire and water. The stoker was rumbling as we whistled off and began to move. With the roar of the fire and the normal grumblings of a ready-to-go locomotive, that first movement was preceived by sight rather than sound or feel. We were making considerable progress before the off-beat exhaust penetrated the cab, but it quickly became the dominant presence. The ride was ponderous and smooth, heavy vibration from far below but no violent antics. As the speed picked up, the breeze through the window swept away the heat of the backhead. Satisfied that everything was in order, Lee grabbed the throttle with both hands and hauled it back. Every sensation became more intense, but the ride was solid, giving no hint of a hinge pin in the middle of the frame.

The exhaust had gotten "in step" as we went hammering up the .82% grade. Through a steady rain of cinders from the twin stacks, I could see a few photographers perched high atop the 110-foot-deep Dale Cut. With the speed at about 35 m.p.h., we curved to the left—with no regognizable "feel" of articulation—and joined the main line at Dale Junction. The entire crew called out the signals as they came into view.

"We're about to go through Hermosa Tunnel," Tom Stuart calmly advised me. "It will get smoky and noisy, but there's nothing to be alarmed about." Jim Chval pulled the three-segment window shut on our side as Lee did the same on his and then eased back a bit on the throttle. We were still working pretty hard as we hit the rocky confines of the Track 2 bore. It got dark and noisy, but the smoke and steam inside the cab never even reached the uncomfortable level. We popped out the west end and threw open the windows, clearing the cab immediately.

We went striding past the line of photographers at Hermosa, one of the few spots with easy highway access, and lined up on 3 Track, the old Red Buttes main down the hill with a 1.52% descent right out of the junction. The next few miles would see the fastest running of the trip, Steve Lee had promised. The ride was steady as a Pullman, and it was easy to walk across the cab for photos of Lee at the throttle and a look at the speedometer, which was hovering around 58 m.p.h.

A few days earlier in his Cheyenne office, Lee had observed that they like to keep their engines' top speed to about 60 m.p.h. to preserve their working life. "Sure, they'd go 80 if we opened 'em up, but it would cost us in maintenance. A while back they set a 55 m.p.h. limit on the 8444, but she just doesn't like that speed, while she settles down real nice, steams better and uses less fuel and water at 60. So we upped her limit to 60—besides, we fit better into the UP's 60-70 m.p.h. freight traffic. It's the same for the Challenger."

The single track down into Laramie is the West at its best, straight and smooth with an endless horizon. Leaning out the window, I could make out the furious motion of the two sets of running gear, both riding rock-steady

MIKE EAGLESON

THE THREE RUNBYS uphill out of Laramie were in similar open country settings. The light and smoke were best, however, on this first one at Milepost 561.

with no evidence of articulation even at our peak of 63 m.p.h. You could see how these machines got their reputation for effortless performance at passenger train speeds. The ashpan seemed to reach half way to the end of the world, while the running board was bound for infinity. "Clear!" echoed four times through the cab as yet another green signal flew past.

We were watching an 18-wheeler pacing us down Route 287 as Lee began to pinch 'em down for our arrival in Laramie. I was still trying to "feel" the articulation as we eased into town through a couple of crossovers. I could watch the lead engine swing from side to side through the switches, but the locomotive "rode" as a unit, with the articulation impossible to detect through the seat of the pants. I was expecting some wild nosing or hunting, something like a GE U50 wandering down the track on its span bolsters, but the Challenger tracked like a battleship—in its own way, awesome. As Steve Lee put it, "You might think of this locomotive as a 10-6-4; that lead engine works like the world's finest pilot truck."

With no full dining car on the train, they used the layover in Laramie as the lunch stop, and the trip itinerary privided a map of eating places within walking distance of the depot. I also stopped at a Western wear store and bought a new belt to go with my black and brass 3985 belt buckle. The train was turned on the wye and the engine was serviced during the layover, and the UP ran a respectable parade of freights as the passengers watched from the depot platform and the footbridge over the yard.

UP steam operations

Over lunch, Chip Sherman and I were reviewing the conversation we'd had with Steve Lee the previous Friday in Cheyenne. He had been quite frank in answering the questions we had about the UP steam operation. With the 3985's reputation for producing cinders, we asked, "Why don't you get rid of that dirt in the tender and use some good West Virginia bituminous?"

Lee replied, "We are using the Hanna coal for which this locomotive was designed. It's a low-sulphur, low-grade soft coal, nearly lignite, and it's what they burned in regular service. It comes from the Rosebud Mine in Hanna, Wyoming, out of the same seam they were mining in the 1940s—and of the two mines that produced the company coal at that time, Hanna and Rock Springs, the Hanna was considered the 'good stuff.' If we loaded her up with high quality West Virginia bituminous, we'd probably burn up the grates and likely damage the firebox. The whole system from the grates to the combustion chamber and smokebox configuration is designed for proper drafting and combustion on Hanna coal. When you change one element in a system like that, you have to adjust the rest. If we could take a couple of months to modify the grates, front end netting and exhaust nozzles, we could probably make her steam pretty well on Eastern coal—while tripling our fuel cost and reducing the cinder output about 10%. It's just not worth it. Incidentally, Tom Stuart says that as coal-fired Challengers go, the 3985 is excellent, easy to steam and fire. The oil-fired Challengers were the best, though, and we have the parts and specs to convert the 3985 to oil. For the time being, however, Omaha prefers to keep her an historically authentic coal burner, so we've had to restrict her to lines where the fire hazard is minimal."

"How was this handled when the engines were in regular service? It's widely documented that the coal-burning Challengers had a cinder problem and some were even equipped with water spray pipes on their tenders to wet down the train and passing right-of-way."

"We bought a lot of wheat crops. Lineside fires were not uncommon, and

UNDER A THREATENING SKY and with wind rolling the smoke, the 3985 made her eighth and last runby on Lone Tree Fill between Sherman and Buford. The day's final runby was with the 6936 (bottom) a few miles out of Speer on the Denver line.

they were considered a normal cost of doing business when you had to burn local coal. In the spring, the MofW forces would do controlled burns on the right-of-way, and the passing locomotives would keep the vegetation from returning. If you go anywhere on Sherman Hill, you can still reach down and pick up a handful of cinders. Those weren't put there by ballast cars, they came out of locomotive stacks. The 3985 took a bad rap on the Salt Lake City run in 1982; sure, it set a lot of fires, but that area had been parched for two months at the time, and even motorcars were setting fires. But now we keep her on Sherman Hill, where there's not much that will burn. We won't let her down to Denver, because that's a very valuable agricultural area, and we don't want to risk having to buy a burned-out orchard."

Lee went on to point out, "You see, the steam fantrips are only a very small part of the UP's excursion program. Most of the time our passenger cars are scheduled up with Family Days work all over the system, and then there are the civic and business specials like the River City Roundup or Ak-Sar-Ben runs. We have the oil-burning 8444 to handle events like the run to New Orleans last year, so restricting the Challenger to Wyoming is no big problem."

If every trip is as good as this one, it's no problem at all.

Eastbound over Sherman

We were back at the depot for the 2:45 departure. We headed up Track 2 of the Colores line and stopped for the day's fifth movie run at Milepost 561, about four miles east of Laramie. The afternoon clouds, so typical of Sherman Hill this time of year, were rolling in, but the "wide open spaces" runby was blessed with hazy sunshine and a wind from the southwest that rolled the smoke handsomely over behind the engine. The scene was nearly identical for the next two runbys which came in quick succession each two miles apart at Mileposts 559 and 557, except that the overcast finally got the best of the sun.

That seventh runby, Milepost 557, was a bit of a problem since a nearby fence kept everyone crowded fairly close to the track. A couple of us moved far beyond the crowd, found a gate and got outside the fence. Framing the scene with the telegraph poles, as I'd done on the previous runby, I was struck by the typically-UP image before me. Endless open country, the telegraph poles, a barbed-wire fence and a 4-6-6-4 at the head end of a yellow streamliner: I was thinking that it looked like something out of one of Jim Ehernberger's books. The one other fellow beside me was setting up the same shot. "Aren't you Jim Boyd?" he asked. Acknowledging, I turned to greet him. "Hi, I'm, Jim Ehernberger," he replied.

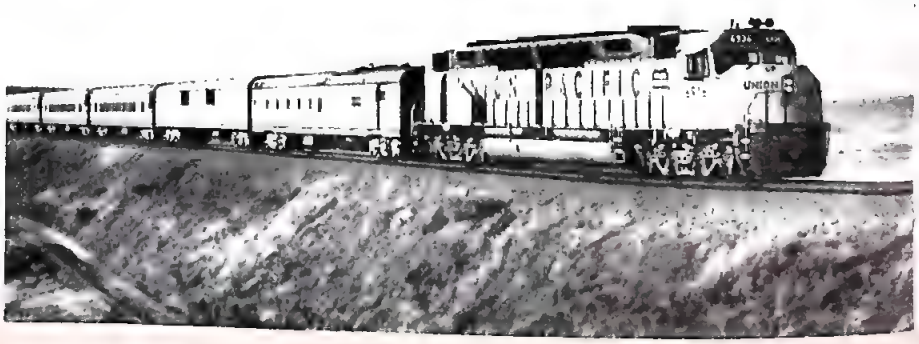
No wonder it looked like an Ehernberger shot.

On the way back to the front of the train after the runby, I decided to test Steve Lee's cinder theory. Sure enough, I reached down and picked up a handful of locomotive cinders off the ground. That was history crunching beneath our feet.

The clouds were dark and heavy as the Challenger lifted us up the west flank of Sherman Hill. We crossed over to Track 1 at Hermosa and strided through the north bore of Hermosa Tunnel and past the famous rocks at Dale Junction. The exhaust died down as we crested the summit and pulled up for our eighth and final movie run with the 3985 at Lone Tree Fill, Milepost 539 between Sherman and the ballast pits at Buford. A rocky cliff at the east end of the fill provided a natural grandstand for the photo line, and the wind from the west added dramatic effect by blowing the thick smoke to the inside of the curve. It was a great way to wrap up the day's photography of the Challenger.

With the rest of the run downhill, I decided to forsake the baggage car for a spot in the dome. We made good time down the grade and then crossed onto the Borie Cutoff to return to the Harriman line at Speer. The Challenger was replaced by Centennial 6936, and we departed for Denver. The 3985 made a handsome scene as it waited for us to pass and then began heading for Cheyenne, silhouetted against the sky as we rolled southward.

There was one final order of business for the day, however: the photo runby at Milepost 96 on the Denver line with the Centennial. It was another open fill with a rambling photo line on the adjoining hillside. Just as the twin turbos began to whine for the runby, the clouds edged out of the way and the sun popped out. Eight runbys with the world's largest serviceable steam locomotive and now a runby with the world's largest diesel. Who else but the UP could handle that?



JIM SHAUGHNESSY

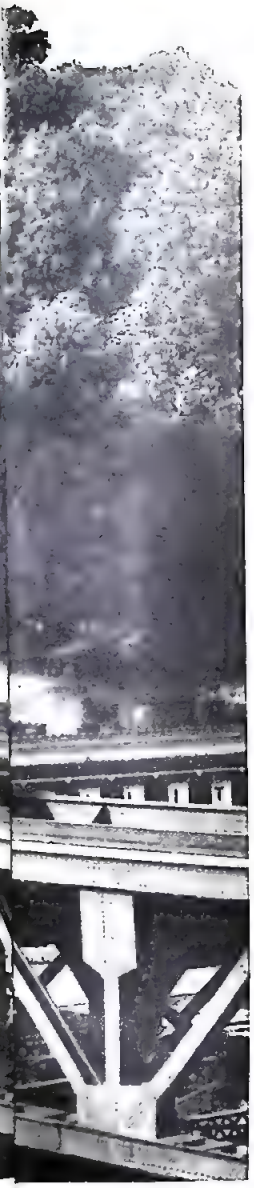
A FRESH PAIR of FL9s shared the New Haven's Dover Street Engine Terminal in Boston with a four-unit set of FAs in June 1963. Now, 22 years later, fans in New England are rejoicing over four FL9s being returned to this scheme by ConnDOT—see page 66 for color.

Photo Line

MIKE EAGLESON

THE IMAGES of railroading available in 1985 can provide a time warp for the railfan willing and able to travel. On June 14, N&W J 611 came storming out of the tunnel at Bramwell, W.Va., and over the Bluestone River bridge with a westbound excursion in a classic scene of Appalachian action. Less than a month later, July 6, the Gettysburg Railroad made the first public run with its resurrected Canadian National 2-8-2 3524, shown (**right**) at Gardners, Pa., bound for Mt. Holly Springs. And where even tourist steam has vanished in Vermont with the departure of Steamtown, a vision of the old Rutland returned to home rails at Bellows Falls (**top right**) with the Vermont Historical Railroad's train on the Green Mountain Railroad, powered by genuine ex-Rutland RS1 405. This run on May 25 was the first of the 1985 season.

Photo Line



HERBERT H. HARWOOD, JR.

DAVID C. LUSTIG

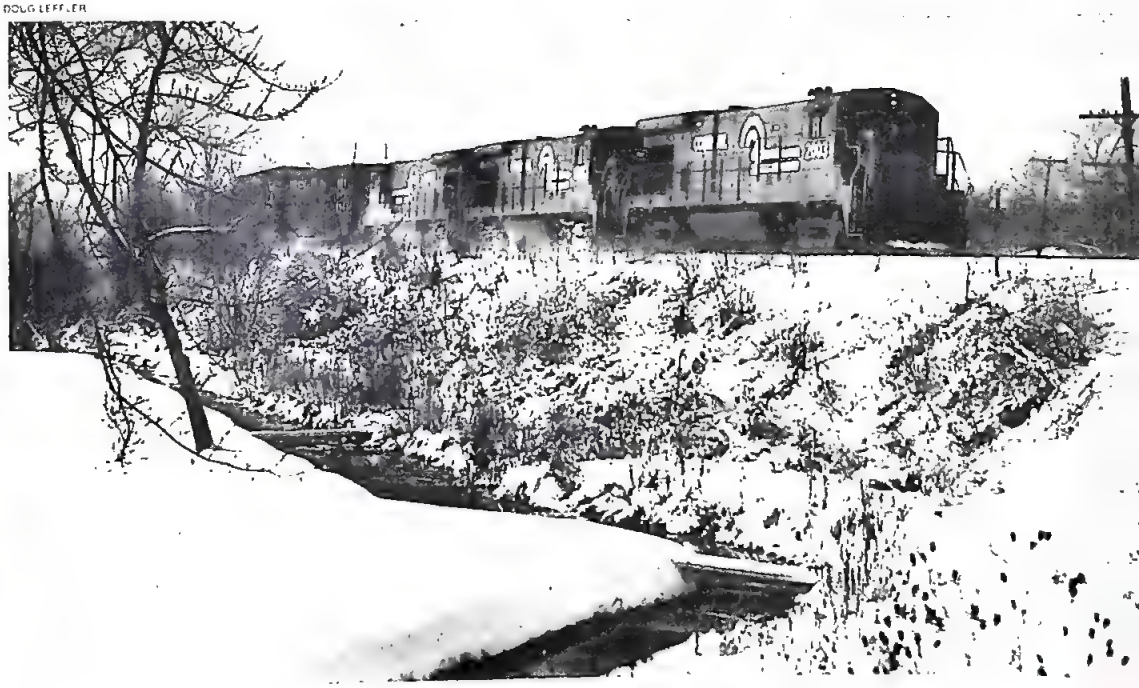
JOHN CLEARY

FIELDED AS A TRIO for the first time, EMD SD60 demonstrators 1, 2 and 4 made a round trip between Chicago and Los Angeles, shown here on July 13 leaving Santa Fe's Hobart Yard in L.A. with piggybacker 881 for Chicago. The next week, the 2 went to EMD at La Grange and the 1 and 4 went on the AT&SF to Texas.

DOUG LEFFLER

IT'S CHICAGO UNION STATION, all right, but the date is August 19, 1984, not 1954, as DeWitt Chapple's heavyweight *Chapple Hill* departs for the Republican Convention and charter obs NYC 48 is on Amtrak 318 for Indianapolis.

DOUG LEFFLER



THE END OF SUMMER means a change of scene for the railfan. Fresh snow swirls at the passing of Conrail B23-7s on Elkhart-Windsor ELDW at Michigan Center, Mich., in February 1981. Barren trees and a winter sun foretell of cold as DT&I GP40s lead freight DC-9 through Uniopolis, Ohio, in October 1980.

It may look like the WM or BN or Gettysburg, but . . .

It's the Maryland Midland

by John Meise

DENNIS D. VARIAN

Take four SD24s, three RS3s, three GP9s, a Whitcomb centercab and a pair of F-units and put them on 55 miles of rural and hilly trackage that includes 2% grades, horseshoe curves, street running and mill switching, and you're bound to produce an interesting railroad operation. Add a management and staff of acknowledged railfans and frequent passenger excursions with a variety of equipment, and you have a pretty good description of the Maryland Midland Railway.

The Maryland Midland probably owes its creation to the destructive force of Hurricane Agnes in the summer of 1972. The storm wiped out the Monocacy River bridge just south of Walkersville, Md., on the Penn Central's former-PRR Frederick Secondary between York, Pa., and Frederick, Md. This ended PC service to Frederick, the south end of the line and a source of considerable revenue for the branch. The B&O, using the former interchange in Frederick, took over service to the stranded industry south of the wrecked bridge, and the PC continued to operate the line north of the bridge—but without the business in Frederick, the traffic on the Maryland portion of the line was then down to about 70 carloads a year. This low volume excluded the Frederick Secondary when Conrail was created in 1976, prompting the State of Maryland to buy all the trackage south of the Pennsylvania border.

Two years earlier, in 1974, a newspaper article had prompted a dozen railfan/businessmen to form the "York & Frederick Railway Company" with the intent of acquiring and operating the line from York down to Walkersville or Frederick. The profitable northern end of the line, between York and Hanover, however, was sold to the Maryland & Pennsylvania, out of York. The B&O continued to serve Frederick, and arrangements were made for the Ma&Pa to operate the line to Walkersville.

The York & Frederick group had lost out to the Ma&Pa as designated operator for the Maryland segment because the state was not convinced that a handful of amateurs could successfully run a railroad. The Y&F did not give up, however, and they formed the "Maryland Midland Railway" to purchase a 70-ton Whitcomb centercab diesel from the East Washington Railway, which was abandoning its three-mile operation in the District of Columbia. The unit was painted an attractive new blue and orange livery and went into storage at the WM roundhouse in Hagerstown, Md., while the new Maryland Midland group got the contract to dismantle the East Washington trackage. They gained their working knowledge of railroading literally from the ground up. The light rail was sold to a mine in South America, and the Maryland Midland gathered quite a stock of salvaged railroad materials.

Ma&Pa operation of the Maryland trackage of the Walkersville line lasted until 1978, when service was suspended because of declining revenues and high subsidy costs. The Maryland Midland, now with a locomotive and some demonstrated experience in the railroad business, convinced the state to give it a chance at operating the line. Rather than connect with the Ma&Pa at Hanover, the Maryland Midland suggested reducing expenses by building an interchange with the WM/Chessie at Keymar and operating only the central 17 miles between Walkersville and Taneytown. The Maryland Midland (MMID) was ready to take over when the Ma&Pa's contract expired on March 31, 1978, but red tape and line rehabilitation delayed their actual start-up until May 8, 1980. That first day was a minor disaster when Whitcomb 102 had its brakes set up wrong and collided with the road's first revenue load, a covered hopper for Walkersville. The next day, the 102, with only one of its two engines running, pulled the hopper from Keymar south to Walkersville. The car was unloaded and returned to the Chessie interchange that same day.

Less than a handful of shippers were on the line when operations began, and prospects for adding customers were slim. The traffic, mainly agricultural, could be easily handled by a single train each week.

The MMID based its operations out of the attractive little state-owned de-

pot and freight house at Walkersville. A two-stall engine shed, owned by the town's only shipper, Cargill Feeds, housed the line's only locomotive. Whitcomb 102 had been built for the U.S. Army in 1944 and spent most of its working life on the East Washington. When its twin Buda engines died, the East Washington installed a pair of new Caterpillar diesels in the 65-tonner, and it has proven to be a very capable and reliable locomotive. In late 1980 the MMID bought serviceable RS3 301 (originally LIRR 1559) from the Gettysburg Railroad.

The limited traffic potential of the Walkersville-Taneytown line made the MMID an obvious candidate for expansion from the beginning. The former Western Maryland main line between Hagerstown and Baltimore, also washed out east of Westminster by Hurricane Agnes in 1972, was an ideal prospect. The WM main line is paralleled by the WM "Dutch Line" to the north and the B&O main line to the south, making it redundant as a Chessie through route and important only to local customers. After Agnes, it was reopened in 1974, only to be washed out again six months later. The Chessie System, in the midst of the CSX merger, was in a dealing mood, so on October 1, 1983, for the sum of $1 million, the Maryland Midland acquired the 37 miles of the former-WM between Highfield and Westminster. This maintained the Chessie connection with the WM Dutch Line at Highfield, avoided the washout-plagued east end beyond Westminster and provided MMID with an expanded base of customers.

The acquisition of the WM main line left the MMID with an "X" shaped system, with the original Taneytown-Walkersville line crossing the WM Highfield-Westminster line at Keymar. The biggest revenue producer on the new system is the Lehigh Portland Cement plant in Union Bridge, four miles east of Keymar on the WM, and as a result, the MMID moved its headquarters to the restored depot complex there—the Union Bridge depot is also home for the Western Maryland Historical Society. Motive power and equipment is kept at the former-WM yard nearby. A two-track enginehouse, capable of holding four units, was completed in the summer of 1984. The engine facility, incidentally, is accessible via a dirt road east of the depot on the north side of the tracks—visitors, however, should check in first and sign a release at the depot before venturing onto company property.

The Lehigh Portland Cement plant ships 1800 to 2400 carloads a year to customers in Norfolk, Richmond and Waynesboro, Virginia, as well as Durham, N.C., and a number of other locations. A fleet of 189 leased cement hoppers handles the traffic.

Twenty-one other customers account for an additional 1000 carloads per year. In addition to Lehigh Portland, on the former-WM line there are seven customers in Westminster, two in New Windsor, one each in Linwood, Union Bridge and Keymar and four at Thurmont. The primary commodities include paper and building products to Westminster and building materials to Thurmont. On the Taneytown-Walkersville line, there are four customers at Taneytown and one each at Woodsboro and Walkersville, the traffic being agricultural products and propane gas. These six customers account for about 120 carloads per year. The northernmost customer is a propane gas dealer about a mile north of Taneytown. The track from there is intact to the Pennsylvania state line, though it is out of service.

Motive power

The Maryland Midland began operations in 1980 with its ex-East Washington 65-ton Whitcomb 102 and doubled its fleet in 1980 with RS3 301 from the Gettysburg Railroad. This was adequate for the Walkersville-Taneytown branch, but the purchase of the WM main line brought with it a need for more substantial motive power. "Substantial" is indeed what they got: four Burlington Northern SD24s! Built in 1959 for the CB&Q, the 2400-h.p. turbocharged six-motor units were bought through a broker from GE, where they had been trade-ins, and arrived in early October 1983 wearing Cascade Green. Though the BN lettering has been neatly painted over, they carry their BN numbers (6244, 6250, 6252 and 6255) and colors with new MMID blue and orange diamond heralds added to all but the 6244. The nearly-2% grades on the Highfield line were too much for the Whitcomb, and the RS3 was not serv-

JOHN MEISE

THE WALKERSVILLE DEPOT was the first headquarters for the Maryland Midland. RS3 56 was working the Cargill Feed Mill there (above) on August 30, 1984. Just south of Keymar, Whitcomb 102 had an excursion "mixed" southbound on the Little Pipe Creek Trestle (below) on November 1, 1982. FP7 97C (top left) was photographed at Sabillasville on one of its first runs with Western Maryland lettering in August 1985.

JEFF COPOULOS

OHN VE SE

ceable at the time, so before the SD24s rrived, MMID leased power from the Chessie for its WM line operations.

In addition to the SD24s, the MMID icked up two more ex-LIRR RS3s (56 nd 1555) from the Gettysburg. All hree of the MMID RS3s were built for he Long Island Rail Road in 1955 and re still geared for passenger service. hey arrived in the Gettysburg's blue nd gray colors, and the 301 and 56 ere lettered with MARYLAND MIDLAND n yellow on their long hoods and the tylized "MM" herald on their ends. hile the 301 remains in this scheme, he 56 has the lettering painted out and eplaced with diamond heralds on cab ides and ends. The 1555 never carried ny MMID markings. As of mid-1985, owever, all three of the RS3s are out of ervice. The 301 is plagued with electri- al problems and hasn't run in over a ear. The 56, on the road since October 983, and the 1555, in operation only ight months, were taken out of service May 1985 (the 56 has air compressor roblems, and 1555 needs wheel work).

In early 1984 the MMID acquired wo former-Milwaukee Road FP7s, 97A nd 97C. These units, built in 1952, are wned by a group of individual inves- rs known as "FP7 Associates" and re leased to MMID. Immediately after urchase, the FP7s were sent to the Vinchester & Western in Gore, Va., for verhaul and preparation for service. It as hoped that they might be ready by abor Day for excursion runs in the fall 1984, but the work proceeded slowly. Although no work had been done on it, the 97A was sent to the MMID, arriving there on May 6, 1985. Its carbody was in deplorable shape, and although the shop forces fired up its diesel, the unit is a long way from road service.

The 97C, on the other hand, was restored to operating condition, painted black and lettered WINCHESTER & WESTERN in yellow on its flanks. After use on the W&W's sand trains and a couple of passenger excursions on May 11-12, 1985, the unit was sent home to the MMID, arriving there on June 3, 1985. With the three Alcos idle, the 97C was pressed immediately into freight service. In late July, it went into the shop and was relettered WESTERN MARYLAND in the "speed lettering" livery—the purists will have to overlook its FP7 carbody, dual headlights and nose liftrings.

The days of the RS3s and SD24s are numbered. It is doubtful that any of the RS3s will run again on the MMID and, along with the four SD24s, they are up for sale. For some time now the MMID has been looking for four-motor EMD power to replace the SD24s. While they are good haulers, the SD24s are rough on the curving track and can be operated only between Union Bridge and Highfield. In late July 1985, the railroad finalized a deal through Gibbs Railway Equipment of Neptune Beach, Fla., (the same broker that got them the SD24s) for three Norfolk & Western GP9s. The 793, 794 and 812 were in storage in Roanoke and arrived at Union Bridge in early August. As the Geeps are put into service, the SD24s will be sidelined, stored serviceable for use as needed until they can be sold.

Operations

Maryland Midland normally runs daily, Monday through Friday, with weekend freight runs only if traffic demands. Operations center around the Lehigh Portland Cement Company in Union Bridge. Outbound cement will be hauled up the Catoctin Mountains and delivered to the Chessie the same day it is loaded, no matter how few the number of cars. This means that there will be a train to Highfield every day the plant is working.

The Highfield train makes its run in the afternoons, but the MMID begins its typical operating day about 9:00 a.m. with one or more locals, either to Westminster or the Walkersville-Taneytown line or both. The just-about-daily Westminster local will depart Union Bridge about 10:00 a.m. with cars brought in by the previous day's run from Highfield. It will reach Westminster by 11:00, or a little later if there was work at New Windsor or Linwood. The switching should take less than an hour, with the train returning to Union Bridge by 1:00 in the afternoon. Typical speed on the line is about 15 m.p.h.

At least one local per week works the Walkersville-Taneytown line. Its power will usually run light out of Union

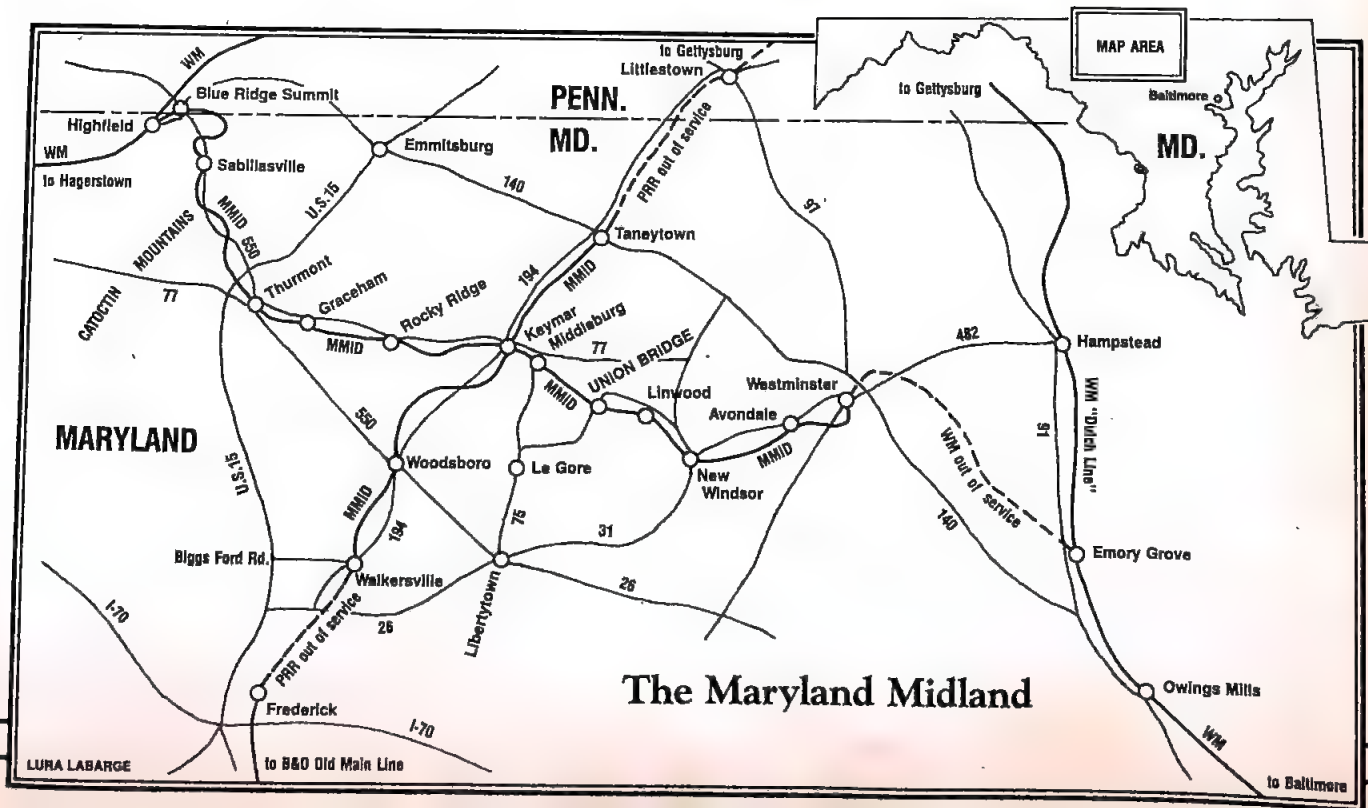
Bridge, since the cars for the branch will have been left at Keymar by previous trains from Highfield. After picking up the loads, the local will creep down the branch, adhering to its 10 m.p.h. speed restriction—this translates to spending up to four hours working the 17-mile line. Any empties from the branch will be left at Keymar to be picked up by the next run to Highfield. The local will then return light to Union Bridge.

Power for the locals is determined by locomotive availability and the number of cars to be handled. When at least one of the Alcos was available, an RS3 or the Whitcomb could be found on either run, as the SD24s were not permitted east of Union Bridge or on the branch. Often both locals would work the same day, with two crews and the jobs departing Union Bridge at the same time. With the Alcos out of service before the arrival of the FP7 and Geeps, however, the Whitcomb was doing double duty on the days when the branch was run, powering the Westminster local in the morning and the branch job after lunch. That made a long day for the 102 and its crew.

Upon the arrival of the 97C, the Highfield power generally consisted of the FP7 and one or two SD24s. The number of units assigned is determined by the size of the train. The FP7s, RS3s and Geeps are good for five cement loads each over the mountain, while an SD24 can handle seven. Since there are no turning facilities on the line, the westward-facing 97C is usually on the head end when it is used in a consist bound for Highfield (the not-yet-in-

THE UNION BRIDGE depot is now home for MMID and the WM Historical Society; SD24 6522 was there on July 23, 1985, and eastbound on the trestle over Highway 550 west of Thurmont later that day. The 6255 and 6250 (top left) were downbound at Sabillasville on July 13, 1984.

TWO PHOTOS JIM BOYD



THE FIRST excursion to Hig
1985 season was westbound (le
on June 8 with an open gon an
FP7 97C was working Lehigh
ment at Union Bridge three da

service 97A, however, presently faces east).

If things are running smoothly, the MMID usually "breaks" for lunch with the return of the Westminster local. At this time a call is made to Lehigh Portland Cement to determine the number of loads to be shipped, when they will be ready and how many empties are needed. Then the Highfield crew is called.

Sometime between 1:30 and 3:00 in the afternoon, a unit will assemble a string of empty cement hoppers and proceed up the branch to the plant. The branch swings off southward near the middle of the Union Bridge yard, curves between two houses and enters Farquhar Street, where it runs up the center of the pavement for its entire three-block length. The plant entrance is at the top of the street, and it is a stiff grade from the yard to the plant.

Empties are pushed up the street and left in the cement plant's yard, and the loads are pulled out. The plant's center-cab switcher may make an appearance, waiting to coax the empties into their loading spots. The MMID job then returns to its yard with the outbound loads.

Back in the yard, empties from the Westminster local are placed behind the cement loads, making up the train for Highfield. The motive power road set is made up and coupled on. After a brake test, the train eases westward out of the yard. The outbound car numbers are checked as the train passes the depot. Any empties from the branch will be picked up at Keymar, otherwise it is a nonstop run of 14 hilly miles to Thurmont.

The Ryan Homes Company, on the north side of the track at the east end of Thurmont, is MMID's second largest customer, and along with three other customers there, it makes Thurmont a regular stop for the Highfield job in both directions. The run from Union Bridge to Thurmont is made in less than an hour, but it will take at least an hour to cover the next ten miles of nearly 2% grade between Thurmont and Highfield. The climb ov
Mountain follows a gorge
Owens Creek, providing th
most spectacular scenery. T
just north of the presidenti
Camp David. The line inclu
of tall steel trestles, and just
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where the railroad reverse
and completely encircles thr
mountain before topping
Ridge Summit and Highfie

Arriving at the Chessie
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The waybills are dropped a
WM depot, and the eastbo
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The cars for the MMID ar
Highfield by the time th
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Keeping to the 15 m.p.h. sp
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JOHN MEISE

THE WESTMINSTER local v
New Windsor (left) on June
97A awaits overhaul at
MMID President Jim Stoo
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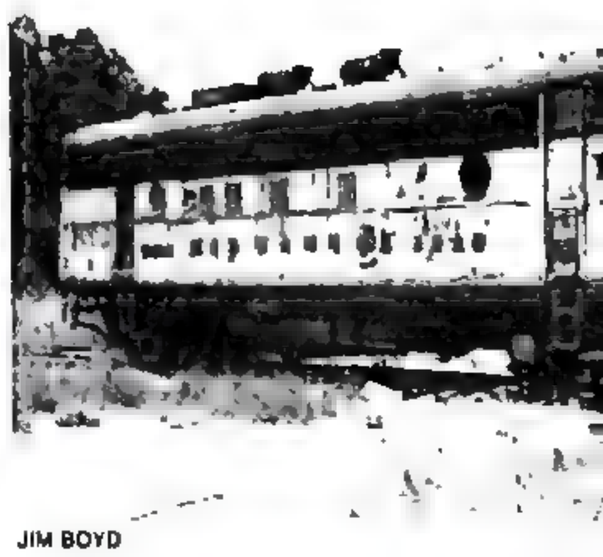


JIM BOYD

J M BOYD

WHITCOMB 102 was running down Farquhar Street returning from the cement plant in Union Bridge on July 23. FP7 97C was still wearing its Winchester & Western black as it departed Westminster on July 5.

HERBERT H. HARWOOD, JR.

back in Union Bridge within two hours, ending another business day on the Maryland Midland.

Passenger excursions

"There are more ways to make money in the railroad business than just hauling freight cars," says Jim Stookey, president of the Maryland Midland, quickly adding, "though, of course, you have to have the freight traffic as a foundation." Once the railroad is in place for the freight service, however, passenger excursions can bring in considerable revenue for relatively little additional expense. With little more than a locally-distributed brochure for promotion, the MMID has developed a very successful passenger business.

The MMID's first passenger excursions were on October 30 and November 1-2, 1980, with trips sponsored by the Baltimore Chapter NRHS using a pair of ex-Erie/LA&L Stillwell coaches borrowed from the Gettysburg Railroad. Former-Union Pacific dome diner 8007, acquired through the auction of Auto-Train equipment in early 1982, provided the nucleus of the MMID passenger car fleet, which presently numbers eleven cars. Like the FP7s, the passenger cars are owned by various groups of private individuals and leased to the railroad.

JIM BOYD

The MMID's first regular excursions were run on six weekends in the fall of 1982. Each Saturday, the 102 would head up a four-hour 34-mile round trip over the entire Walkersville-Taneytown line, while Sundays would find it on a shorter ten-mile one-hour round trip between Walkersville and Woodsboro. The RS3 saw some service on a similar schedule in 1983.

The purchase of the WM line opened up exciting excursion possibilities for the MMID. In addition to a dozen runs out of Walkersville in 1984, there were six runs to Highfield out of Westminster or Union Bridge along with a number of charter trips. Overall patronage was quite good, and the autumn trips to Highfield were sold out well in advance.

The 1985 schedule calls for Walkersville-Woodsboro, Walkersville-Taneytown and Union Bridge-Highfield trips roughly once a month from June through October, plus Westminster-Highfield trips on Labor Day and October 26 (for full schedule, see TIMETABLE). The FP7 can be expected to be the star motive power attraction for 1985. The MMID passenger equipment may present a chaotic image from the outside, but the road prides itself in keeping the interiors clean and attractive and making sure the air conditioning works.

Railfans at work

"There was a time when we kept a pretty low profile about being railfans," notes MMID President Jim Stookey, "but I think we've proven ourselves by now and no longer need to hide it. I doubt that any of us would have become involved to begin with if we weren't railfans." The initial dozen or so investors who created the Maryland Midland were all people who had successful careers elsewhere. President Stookey is a veternary pathologist, retired from the Army, and others included a lawyer and other retirees from the military or government.

"I want qualified people who can do the job," says Stookey, "but if other fac-

JOHN GRUBER

AUGUST 1985 was the beginning of the next motive power "era" for MMID as 97C emerged in WM livery, shown at Union Bridge, and the three N&W GP9s arrived to replace the SD24s. They were being brought in dead from Highfield (below) on August 2.

tors are equal, I'll hire a railfan over a non-railfan for any job. Almost all of our employees are on salary, and a railfan will give you more interest, enthusiasm and loyalty than somebody who's just in it for the paycheck."

There is an irony in a railfan-run railroad, for they, too, must put up with "railfans" who have made off with books and hardware in the name of their hobby. "Damned railfans," Stookey muttered when he went to get lifting capacity data off the builder's plate on their ex-Canton Railroad Brownhoist crane. "Somebody swiped the plate; I know it was on there when we bought the crane. I guess some railfan figured he needed it worse than we did. I know it's only a small minority, but the thieves give us all a bad name."

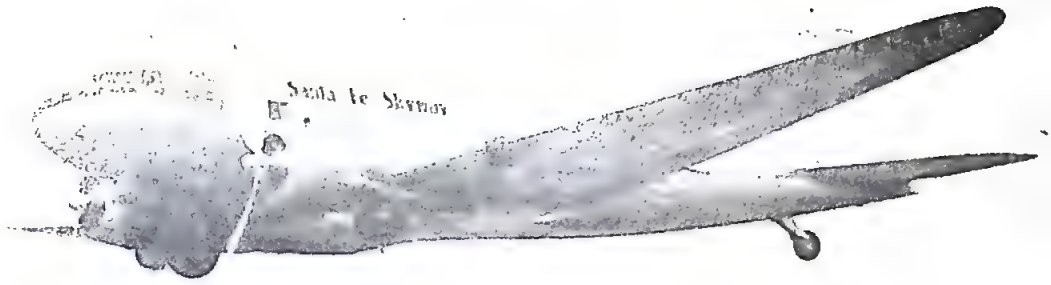
Future developments

President Stookey is optimistic about MMID's future. The state is seriously considering permanently repairing the washed-out segments of the line east of Westminster at the cost of about $1.2 million, which would re-establish a direct connection via the Chessie to Baltimore. "We have some quarries on-line that would jump at the chance to ship directly into Baltimore," says Stookey. With the east end opened, he improved traffic and operating efficiency could offset the $51,000 subsidy now being paid to MMID for the operation of the Walkersville-Taneytown line (a subsidy which the state would prefer to drop). Under the present proposals, MMID would acquire the line east of Westminster to the former-WM junction at Emory Grove. With the Baltimore rapid transit system being extended to Owings Mills, consideration is being given to a MARC-sponsored commuter service out of Westminster to the northwest side of Baltimore.

Though the future holds no guarantees, the MMID is being realistic in its optimism. The plant at Union Bridge is one of the most cost-effective that Lehigh Portland Cement owns, and in spite of the cut-throat character of the cement business, its future seems reasonably secure—though truck competition is always a threat to the rail traffic. The MMID is constantly striving to diversify its customers to ease its dependence on Lehigh Portland. Having proven that they know how to run a railroad, the MMID is looking forward to continued cooperation with the state, the Chessie and its customers. ⊂

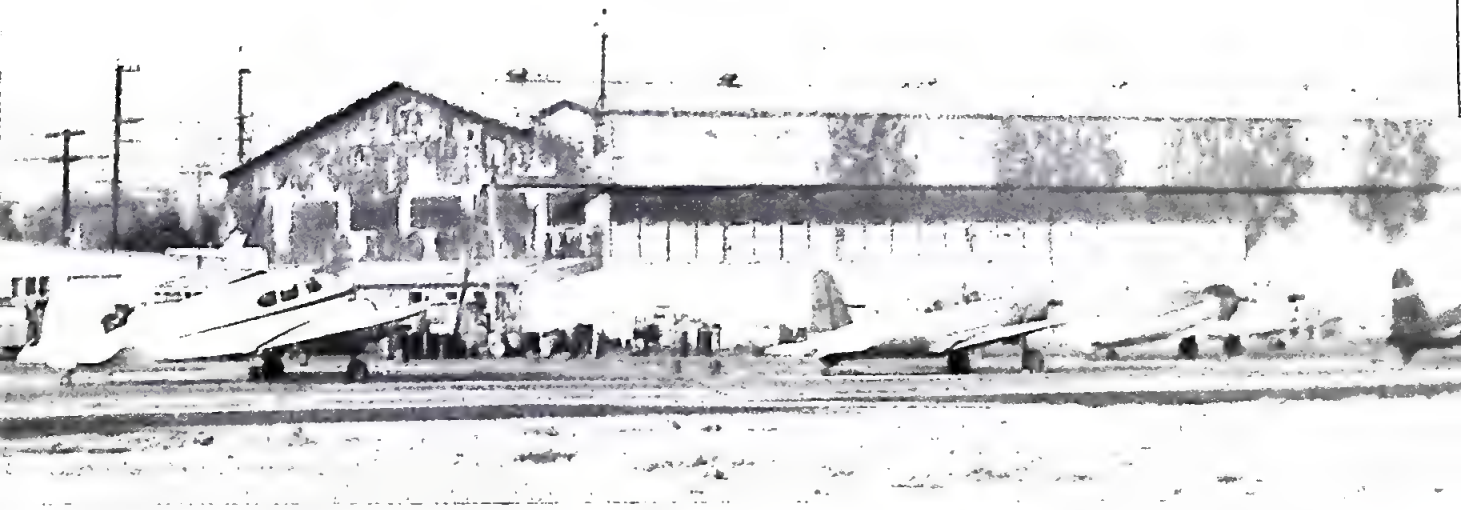
JOHN MEISE

MARYLAND MIDLAND RAILWAY



The Saga of Santa Fe Skyway

by David C. Lustig



PHOTOGRAPHY McDONNELL DOUGLAS CORPORATION

FRESH FROM OVERHAUL, war-surplus C47 NC 57612 makes its first takeoff for Santa Fe Skyway from Grand Central Airport in Glendale, Cal., in July 1946.

It matters not why, but there is usually one grand, sure-fire, can't-miss idea that fails. Every business has them. Hidden in unread corporate histories, covered with undisturbed layers of dust and never officially mentioned again once scrubbed from the ledgers, it is these magnificent miscalculations that provide fascinating "what ifs" so many years later.

Ford Motor Company had a better idea: the Edsel. The motion picture industry knew "Smell-O-Vision" couldn't miss. And who can forget the ever-popular Susan B. Anthony dollar?

Which brings us to the Atchison, Topeka & Santa Fe Railway and its airborne subsidiary, Santa Fe Skyway, Inc.

Once World War II was over, it was to no one's surprise that this strong-minded, aggressive and forward-thinking company would leave no proverbial stone unturned in an effort to locate new business. With stringent government wartime regulations a headache of the past, big business was again free to sink or swim in a comparatively open market. For the Santa Fe, there was never a question that it would swim—and swim well—the only question was in what direction.

With surface transportation well under control, Santa Fe management looked to the skies and decided to take the plunge into forming a commercial air freight operation. Imagine, if you will, the words SANTA FE SKYWAY emblazoned on the sides of a four-engine cargo plane, off-loaded at airports and employing Captains of the air. While some dyed-in-the-wool Santa Fe fans may remember Santa Fe Skyway, precious few realize that the company even entertained the idea of hauling passengers on its fledgling air arm!

And what was wrong with a railroad owning an air operation? Santa Fe, along with other transportation companies, correctly reasoned that certain commodities were just too perishable or too time-sensitive for even the swiftest train schedule, and an "I want it now" public would pay premium prices for items such as fresh cut flowers and produce (don't come to the false conclusion that fresh cut flowers were too frivolous a commodity to build an airline on; another fledgling airline that began by hauling flowers is still around today: Flying Tigers).

As originally envisioned, Santa Fe Skyway would be limited to certain customers, specialized in nature and under long-term contracts. To provide for this, the Skyway purchased a pair of surplus Douglas C47s (known in civilian life as DC3s) and had them flown to an independent rebuilder at Grand Central Airport in Glendale, California. Once there, they were thoroughly overhauled. The windows, except for the first one on each side right behind the cockpit, were blanked out. Insulation and refrigeration units were installed. Externally, their Army olive drab was traded in for the polished metal look with red trim.

The *Santa Fe Magazine*, the company house organ, gave lavish coverage to Skyway's first revenue flight with airplane Number One. Loaded with perishables, the C47 departed the company's headquarters at Los Angeles Municipal Airport at 12:45 p.m. on Wednesday, July 31, 1946, and headed north to Salinas to pick up the rest of its inaugural load. The manifest had two customers, one of which was a name long associated with the Santa Fe. Fred Harvey

had 400 pounds of frozen fish and 450 pounds of berries, peaches and melons bound for his restaurants in Chicago. The other customer was Lamantia Brothers Arrigo Company, a Windy City commission merchant with 50 bundles (200 crates) of strawberries, weighing 2,600 pounds, also destined for Chicago.

Departing Salinas at 3:46 p.m., the C47 took seven hours to reach Amarillo, Texas, for fuel and a fresh crew. (Amarillo was the initial "half-way point" for Skyway; it was later changed to Oklahoma City.) Forty minutes later, it was leaving the flat Texas landscape behind, off on an uneventful overnight run to Midway Field in Chicago, where it arrived shortly after 6:00 Thursday morning, August 1.

"All items arrived in perfect condition," stated the *Santa Fe Magazine*, "and a considerable volume of business has been offered as a result of the success of this first flight. The airplane functioned perfectly, although from the experience gained a number of improvements will be made in the refrigerating unit." Santa Fe Skyway, Inc., with service limited to the general territory served by the railroad (California to the Texas Gulf and Lake Michigan), was officially in business.

Indeed, shippers liked the idea of fast deliveries, and by the time the article was in print, the second C47 was in service, hauling, among other things, fresh flowers from Los Angeles to Texas, Oklahoma and Louisiana. It was this sort of instant success that led the Santa Fe to announce at a Waldorf-Astoria Hotel dinner in New York on September 24, 1946, that applications for certification of convenience and necessity would be filed authorizing Santa Fe Skyway to carry the United States Mail. Since the initial flight, the New York metropolitan area had been added to the map, with landing rights secured at Newark, New Jersey. The railroad, it was obvious, was deeply committed in its quest to become a common carrier airline.

In the meantime, Skyway would continue rendering contract service in its established territory. But it would be the approval of common carrier status that would be the key to the company's survival. That much sought-after certification, however, would later be its undoing.

By the time of the announcement in New York, a third C47 was in regular operation and thrice-weekly loads of flowers were being flown from L.A. to New Orleans with stops at Ft.Worth, San Antonio and Houston. They flew frozen shrimp from Galveston, aircraft engines from Detroit and merchandise from Chicago. Even an occasional planeload of Talon zippers from Erie, Pennsylvania, made its way to Los Angeles.

This was an era when Hollywood starlets were brought in to pose for publicity cameras for the strangest things, and the first load of zippers, all 200,000 of them, was all the excuse needed to borrow Betty Hill and Jacqueline White from RKO Studios to greet the C47 when it landed. Careful public relations coordination brought out the press, and both Skyway and Talon reaped a great deal of public attention from it.

On October 21, 1946, flights were inaugurated between Chicago and L.A. via Ft.Worth, Oklahoma City, Wichita, Kansas City and St.Louis. With freight traffic increasing every week, it was clear to management that the twin-engine C47s weren't going to be able to keep up with the demand. Happy with the Douglas products, the Santa Fe again went shopping in the broad war surplus airplane market and turned up four C54 Skymasters.

The C54 was the perfect answer. With twice the capacity of a C47, the four-engined cargo plane (civilian designation DC4) provided increased range, bigger payloads and a definite competitive image. Reworked and equipped with refrigeration units by Douglas Aircraft at their Santa Monica, Cal., facility, the first of the new airplanes was delivered just four days before 1947.

On New Year's Day, the personnel roster numbered 49, including 18 pilots (many experienced former Army Air Force pilots with thousands of hours in C47s and C54s), 15 mechanics, six government-certified aircraft inspectors and ten administrative and traffic people. The list of communities directly served was up to 27.

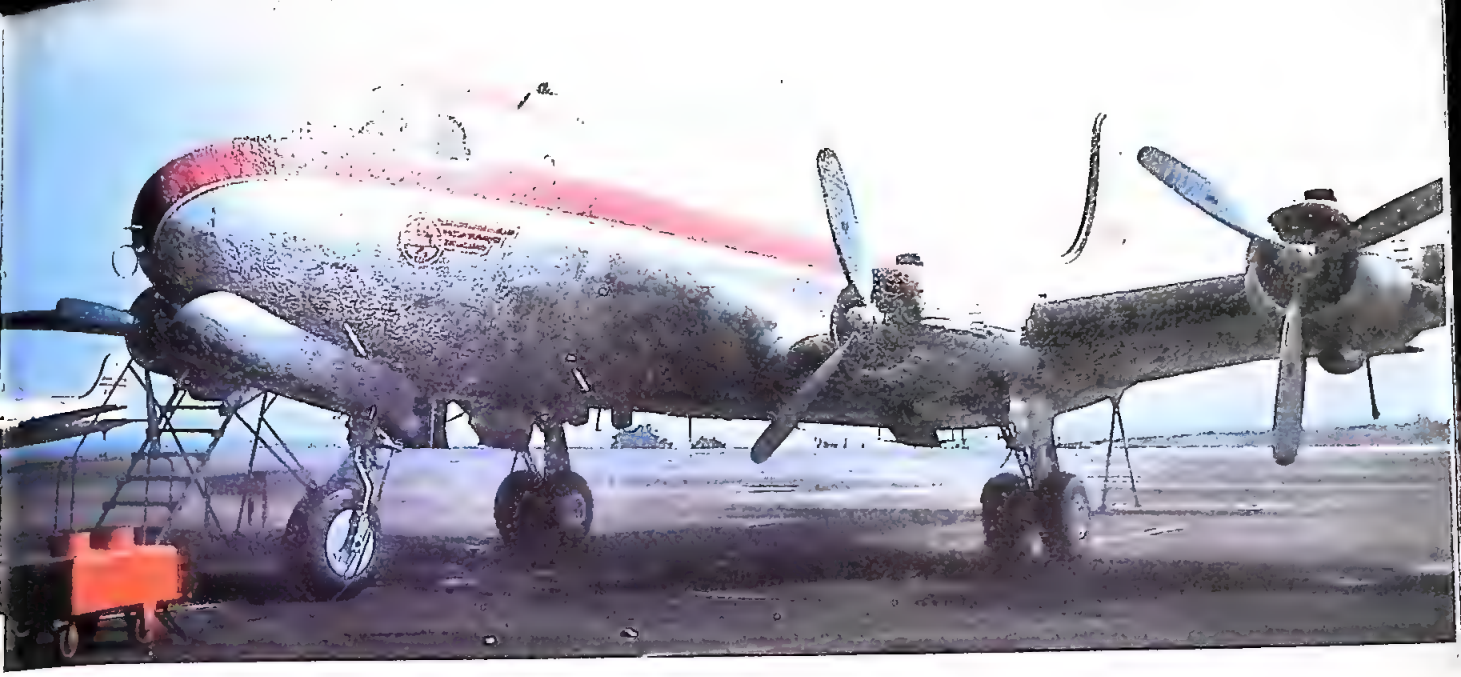
By Santa Fe Skyway's first birthday, July 31, 1947, the company boasted that their freight volume ranked them very high among the airlines handling cargo through Los Angeles. The roster, in the seven short months since the first of the year had mushroomed to 110 employees, and the list of regularly carried commodities now had expanded to include drugs, machine parts and baby furniture—that last item was the first indicator of what was then the very start of the postwar baby boom.

Yet the Civil Aeronautics Board had still not heard Santa Fe Skyway's petition for certification. The company, in an effort to move things along, asked for an expedited hearing.

And then, in the calm before the storm, someone realized that as in all other prestige services offered by Santa

The Santa Fe Skyway fleet

SF Skyway Number	NC Number	Military Designation	Civilian Designation	Santa Fe Name
1	NC 90861	C54	DC4	Sky Chief Navajo
2	NC 90862	C54	DC4	Sky Chief Apache
3	NC 90863	C54	DC4	Sky Chief Pueblo
4	NC 90864	C54	DC4	Sky Chief Taos
5	NC 65278	C47	DC3	Sky Chief Acoma
6	NC 57612	C47	DC3	Sky Chief Zuni
7	NC 66697	C47	DC3	Sky Chief Hopi



DOUGLAS AIRCRAFT refurbished the Santa Fe's war-surplus C54s at Santa Monica, Cal., where NC 90863 is shown on December 26, 1946, two days before delivery. The C47 NC 57612 (bottom left) was at Grand Central Airport in Glendale in July 1946.

Fe, the equipment should be dignified with names. No longer would they be merely aircraft number 1, 2 or 3, but henceforth they would carry such typically Santa Fe titles as *Sky Chief Navajo* and *Sky Chief Apache*. Outwardly, everything was smiles and high hopes for the future, including the previously-mentioned possibility of carrying passengers. Indeed, the naming of the aircraft seemed to be one more indication of the permanence of the operation. Yet management was worried—and for good reason.

The CAB had become increasingly unfriendly towards ground transportation companies in any form wanting to compete with firms that had airline operations as their primary business. And it was on December 5, 1947, that all the grand plans and hopes for the future came to a shattering halt. The CAB had finally made a decision: it had denied Skyway's petition to become a common carrier.

The bottom line was, if Santa Fe wanted to be a railroad, it could not be an airline. Other railroads, including Missouri Pacific, and a number of steamship companies that had also applied for common carrier airline status were similarly turned down.

Without common carrier status, Santa Fe Skyway could not be rate competitive (the government paid well to haul its mail, allowing common carriers to lower their other freight rates), nor could it freely solicit new business. On January 15, 1948, after having flown two million accident-free miles, the last Santa Fe Skyway C54 touched down at Los Angeles Municipal Airport, and the company officially ceased operations.

A particularly bitter Santa Fe, unable to fight the government ruling, spelled out its feelings in its 1947 annual report, which read in part:

"Due to the obviously unfriendly and discouraging attitude of the Civil Aeronautics Board toward the Santa Fe and other surface carriers, decision was reached January 1948 to abandon the contract carrier operations of Santa Fe Skyway, Inc., air freight subsidiary of the Railway Company.

"Action of the CAB on December 5, 1947, in singling out Skyway and denying it the temporary exemption which was granted to other air cargo carriers in June 1947 is a clear indication that the CAB is determined to exclude surface carriers from any effective participation in development of air cargo transportation, regardless of the interests of the shipping public and the benefits that would accrue to national defense.

"The CAB has relied upon a strained construction of the Civil Aeronautics Act and upon the unfounded assumption that entry of surface carriers would hinder development of the air transport field.

"It is not possible, under present conditions and within the limitations placed upon a contract carrier, to operate on a profitable basis...a destructive rate war, financed in part by government subsidy in the form of mail pay, has reduced air freight rates to a noncompensatory level."

In 1985, the Civil Aeronautics Board is a thing of the past, and transportation deregulation has put many formerly well-heeled air freight companies into a troubled status. Whether Santa Fe Skyway could have successfully competed today is a moot point, but wouldn't it have been grand to have been able to park on Sandpiper Lane, just outside Los Angeles International Airport, and watch a Santa Fe Skyway 747F freighter screaming skyward? Mercy!

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BY JIM BOYD

ESCANABA & LAKE SUPERIOR Baldwins 300 and 202 meet at Ralph, Mich., on July 11, 1985. RS12 300 wears the GN-inspired orange and green, while S12 202 is in the old Calumet & Hecla orange and black. Later that afternoon (bottom), three C&NW C628s departed Escanaba's ore yard.

Iron ore, Alcos and more!

Some of this year's finest railfanning can be experienced in the "Alco Country" between Green Bay, Wisconsin, and Ishpeming, Michigan. We've covered various parts of this in detail in past articles, as recently as Sandy Burton's LS&I feature in the July 1985 issue, and I'm happy to report that it's all still there and thriving. Inspired by Sandy's article, I spent three days in Alco Country following a delightful chase of the Baraboo-Milwaukee Circus Train behind C&NW 4-6-0 1385 in early July, and it was one of the finest railfan trips I've ever made.

Following the Circus Train's arrival in Milwaukee—accompanied by grid-lock traffic and unbelievable crowds from Kenosha north—Marc Balkin and I headed north on Wednesday evening, July 10, tagging Green Bay in the dark. The Escanaba & Lake Superior job down from Channing on their recently-acquired ex-Milwaukee Road line arrived about 10:00 p.m. in the Milwaukee Road yard with a Conrail GP38, but the crew said that they'd had a Baldwin the night before. There was nothing to be seen on the Green Bay & Western, but the C&NW had lots of RS32s and a few ex-N&W high-nose C628s around the engine terminal.

Continuing northward, we encountered an Escanaba-bound C&NW freight about midnight near Marinette with two C628s bracketing a C425. We got in some good Alco-watching, but no photos, as he made quick work of a set-out and pick-up at Marinette. We spent the night there and got an early start the next morning, catching a southbound freight, "ESGBA," with a single C628 in brilliant morning light. It was an easy 15-mile side-by-side chase on the paralleling highway.

Arriving in Escanaba, I was astounded to find the C&NW roundhouse abandoned; the engine facility has been moved to the P&H crane factory to the west (stored adjacent to the C&NW shop were the two ex-D&H Baldwin Sharks). Action at the ore yard was good, though, and we caught in quick succession two three-unit road sets and a two-unit ore dock yard set of C628s. There are about four or five variations of paint styling in the

PHOTOGRAPHY JIM BOYD

old and "Zito" yellow colors, but matched sets of C628s are not uncommon.

The Escanaba & Lake Superior in nearby Wells does not want railfans traipsing with cameras through their shop, but they supplied us with full train information when we went into their office. That sent us about 40 miles west to Ralph, a pulpwood loading facility out in the middle of nowhere, where we found their magnificent GN-colored Baldwin RS12 roadswitcher 300 and the ex-Calumet & Hecla Baldwin S2 202 exchanging trains and spotting giant pulpwood flats for loading. It was incredible to find two trains working with Baldwins in 1985! The 202 completed its work and headed for Channing, while we chased the 300 back towards Escanaba. The side-by-side pacing of that sparkling unit is something I'll never forget. (See page 2 of the May '83 R&R for a similar view of the 300 in color.)

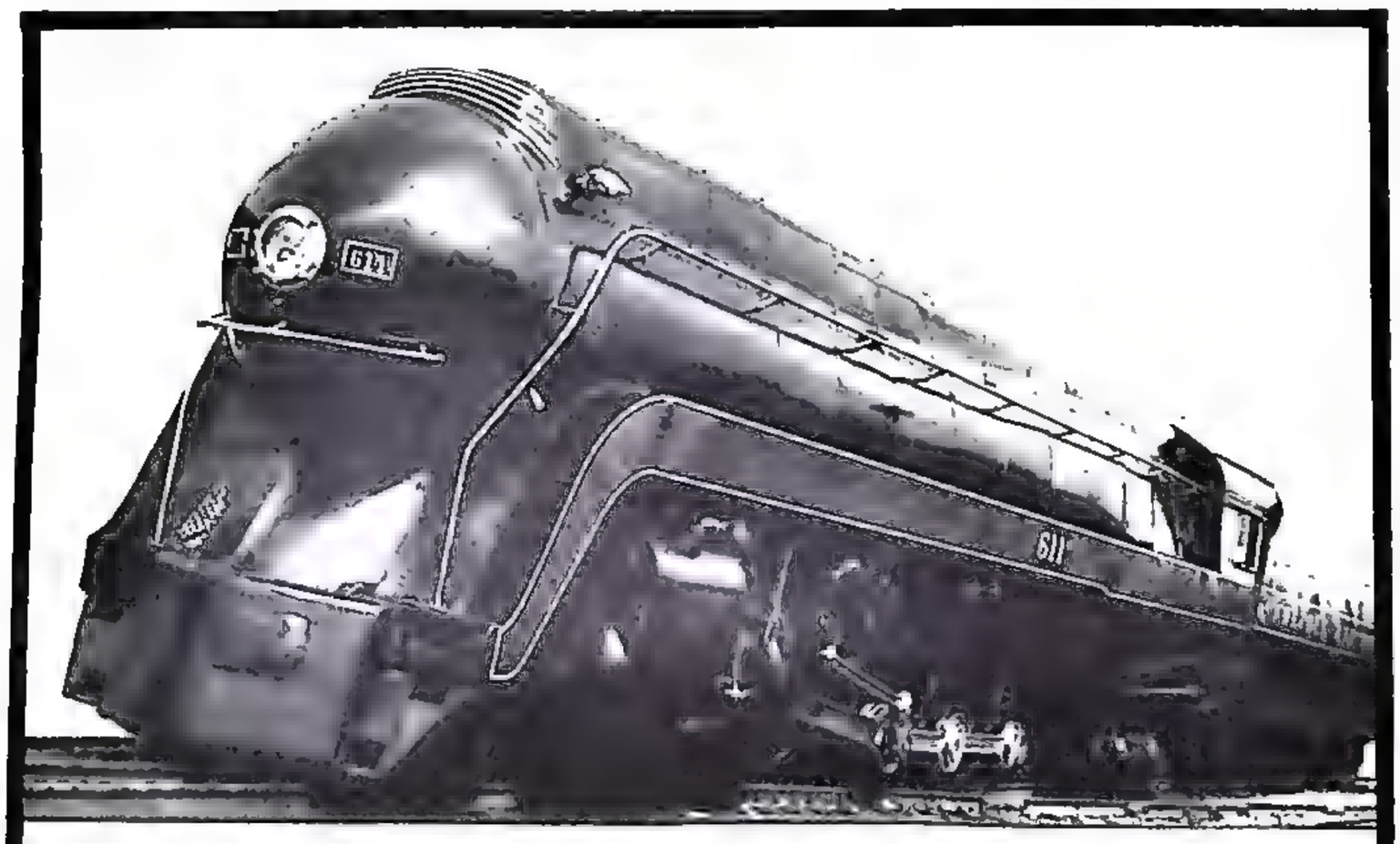
We got back to Escanaba just in time to catch the warm evening sun on a three-unit set of C&NW C628s pulling out of the yard and heading north. After getting a night shot of the E&LS Baldwin about ten miles west of town where the crew had outlawed, we headed north for Marquette, entertained by a display of the northern lights on the way.

Friday, July 12, developed into another beautiful day after the morning clouds blew clear. As Sandy's article advised, we checked in at the LS&I office at the east end of Marquette's main street, just north of the old Soo Line ore dock, and got a friendly reception—sign a release and get a pass and you can go anywhere on the LS&I but into the shop, onto the ore dock or into the private mine property, but trespass without a pass and you'll get your butt thrown out. They were quite pleased with the R&R feature, but as Mr. Dorais noted with a wink, "all this publicity hasn't gotten us a single additonal load of pellets."

The Dock Job was working with a pair of maroon U23Cs and a maroon Alligator, and the Hill Job showed up at West Yard with *three* units in the new red scheme: Alligators 2402 and 2404 and U25C 2501! (By now there should be four RSD15s in the red, for there were two more in the paint shop in July.) The LS&I red has to be one of the prettiest railroad paint schemes around today (see page 67 of July '85 R&R for a color shot), and it's downright awesome stretched across the flanks of an ex-Santa Fe long-nosed Alco.

Up at Eagle Mills, the morning Tilden Job arrived with one maroon and two green RSD12s. The LS&I yardmaster tipped us off that a C&NW job was leaving Empire Mine, and we got a three-unit set of "old yellow" C628s at the famous Goose Lake overpass. Everyting except the Dock Job power gathered at the Eagle Mills shop for the 3:00 p.m. shift change, and we were literally up to our "armpits" in Alligators. With its three paint schemes on big Alcos and relatively rare GEs, the LS&I has to be one of the most fascinating railroads to see today—and even the comparatively drab maroon units were *clean*, as were the other LS&I and C&NW units, a marked contrast to the generally shabby condition of that other operator of Alcos, the D&H.

We spent the rest of the afternoon chasing the three RSD12s on the Tilden Job and a maroon U23C, green U23C and maroon Alligator on the Yard Job, all shuttling between the Tilden Mine and Eagle Mills. There was no afternoon Hill Job, and the three reds



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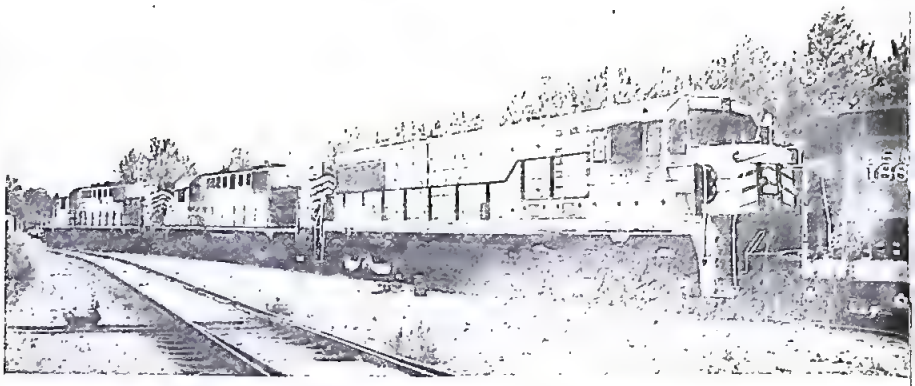

THREE BRIGHT RED LS&I six-motors were working the Hill Job at West Yard on July 12. U25C 2501 is the first GE to get the red. Note the Andrews truck on the ore hopper. Nearby, five ex-LS&I/M&HM 2-8-0s (right) awaited removal or scrap. The 23 has been sold for use in Kingston, New York.

stayed at the shop. Our day of LS&I photography wrapped up with some beautiful early evening sunlight on the Dock Job back at Presque Isle, where we watched the second ore boat of the day depart.

The C&NW had a three-unit set of C628s at Euclid Yard, which went to work about 7:00 p.m., along with a yard job in the charge of a C425.

In pursuit of another C&NW southbound out of Empire Mine, we headed back toward Escanaba, but we missed him somewhere on the road. At Gladstone, however, we caught Minneapolis, Northfield & Southern SD39 41 on a Soo Line freight and got night shots of it alongside a Soo SD40-2 in the engine terminal (the 41 has since joined MN&S 40 in Soo Line red colors).

Saturday morning was sunny, and we caught two of the C&NW's ex-NYC RS32s working leads opposite each other in the Green bay yard. We caught other RS32s in the engine terminal, before going on to the only GB&W activity of the day, homechopped RS11 309 working the yard. The GB&W shop and roundhouse is off-limits to visitors, but the activity at the yard throat is pretty good. The GB&W runs a through freight in each direction between Green Bay and Winona, Minn., every day except westbound on Saturday (and there we were) and eastbound on Sunday. The eastbound wouldn't arrive until after dark, so we headed south. A C&NW Zito yellow RS32 working at Appleton was our last touch with Alco Country. Incidentally, Marc was shooting video on this trip and plans to market the tape under his Mark One Video label.

The ore business is sporadic and unpredictable, but it looks like the Michigan magic is enduring. Its expansion into the western coalfields has left the C&NW strapped for motive power, and the C628s, C425s and RS32s appear to be secure for the time being. The LS&I, E&LS and GB&W are all continuing their own individual shows with no sign of drastic change. Fall colors are upon us and the North Country beckons. If you haven't sampled the wonders, don't delay.

The LS&I/M&HM 2-8-0s

When the LS&I dieselized in the early 1950s, a surprising number of its 2-8-0s managed to avoid scrap. One of those locomotives is in service today, the huge No.33 on the Hocking Valley Scenic Railroad in Ohio. The Rail America museum in Green Bay was running the 24 a few years ago, but it is presently a static display. However, eight of the 2-8-0s remained in Marquette as part of the

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Marquette & Huron Mountain tourist railroad that operated on the former-LS&I Big Bay branch. With the death of its owner, John Zerbel, in April 1984, the M&HM ceased operation, and in December 1984 its assets were auctioned off.

The swiftness of the sale and the mid-winter in Upper Michigan site for the bidding caused the equipment to go for bargain prices. Clint Jones sent us a summary of the sale. Probably the best locomotive of the lot, M&HM's operational No.23, went for $10,000 to the Empire State Railroad Museum for use on the Catskill Mountain Railroad at Kingston, N.Y. Sister engine 22 and the one-of-a-kind 29 went to the Mid-Continent Railway Museum in North Freedom, Wis., for $1300 and $4250 respectively. A private individual bought the 35, and a local scrap dealer got the 18, 19, 20 and 21 for $5000 each (he is holding them for resale).

Clint observes, "The locomotives other than the 23 all looked horrible and needed work to even move, let alone operate, as parts like the springs and rigging had been robbed from them to keep the 23 running. Boiler fixtures were largely missing, though the boilers, fireboxes and wheels, tires, pins and bushings were generally in good condition. The 18 had new tires, and the others weren't far behind."

When we visited Marquette in July, still sitting at Presque Isle just north of the ore dock were the 23, 18, 19, 20 and 21. Clint was right, all but the 23 looked pretty rough.

"Discovering" the Challenger

Union Pacific 3985 made her public debut at the Sacramento Railfair in 1981, and after witnessing the event, I must confess that I came away something less than overwhelmed. Even for the specially-arranged assault on Donner Summit, the 4-6-6-4 double-headed with UP 4-8-4 8444 made ridiculously light work of the small train and a pair of SP SD40s dragging their heels with dynamic brakes up the 1.8% grade (see the September 1981 R&R). The visual images of Sacramento were great—just look at that September 1981 cover—but we never did get a chance to see the Challenger work like a real locomotive. With air fares to Denver in the range of $600 per round trip at the time, I made little effort to see the 3985 on her subsequent venture to Pocatello and Salt Lake City in 1982 or what were to become her biannual outings over Sherman Hill.

It was the Video Rails videotape "Union Pacific Steam Express: The 3985 Challenger" (reviewed in the January 1985 R&R) that tipped me off that I might be overlook-

(Continued on page 68.)

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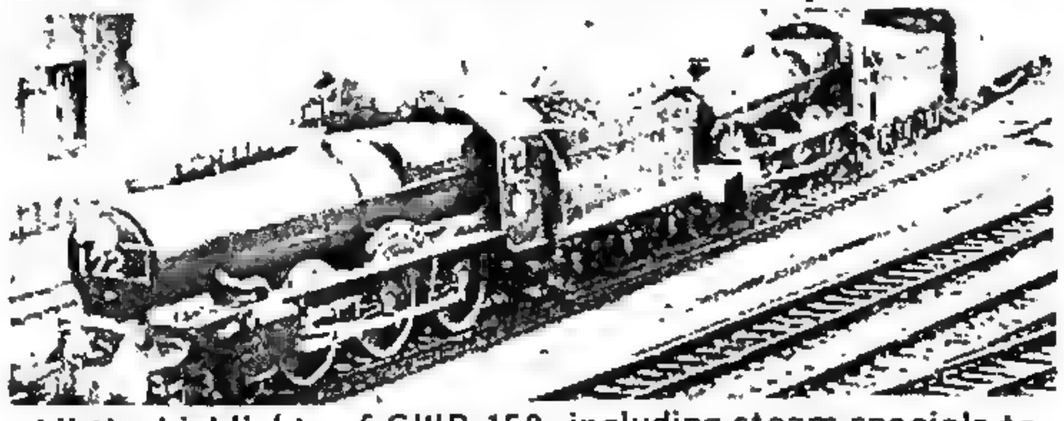

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KODACHROME PRESTON COOK

THE *YANKEE CLIPPER* fantrip out of New Haven, sponsored by the NHRH&TA, blazes through Attleboro, Mass., on June 22 behind the first of four rebuilt ConnDOT FL9s in vintage NH livery.

KODACHROME JIM BOYD

MONON PASSENGER COLORS now adorn Indiana Transportation Museum's "Fairtrain" units (ex-Milw. FP7 96C and F7 83A), here at Indianapolis on July 14 after an excursion to Evansville was cancelled when the passenger cars were not ready in time.

THE CIRCUS TRAIN from the Circus World Museum at Baraboo crossed the river at Merrimac behind C&NW 4-6-0 1385 on July 9, en route to the "Great Circus Parade" in Milwaukee.

KODACHROME: RANDY NELSON

KODACHROME SANDY BURTON

EKTACHROME: DAVID LUSTIG

THE NEW LOOK of the West was previewed on August7 (above) when the first unit in the proposed Southern Pacific & Santa Fe livery rolled into public view at Hobart Yard in L.A. after two weeks of "top secret" experimentation in the San Bernardino Shops on rebuilt SD45 5394. Its SP counterpart, rebuilt SD45 7551 (right), was at the California State Railroad Museum in Sacramento on August 11. The "merged" scheme will add the SP and SF together on noses and hoods. Meanwhile, Burlington Northern's GP50s 3110-3162 (left, at Portland on July 19), are being delivered in the orange tiger-stripe scheme.

KODACHROME: TOM SAVIO

THE NEW "METRA" Metropolitan Rail image for Chicago RTA's rail commuter operations was on F40 126 (right)on July 26. *Yeech!*

KODACHROME: LOUIS SAILLARD

KODACHROME: PAUL HUNNELL

THE GULF & MISSISSIPPI is using the GM&O herald and colors on its ex-IC Geeps, shown at Artesia, Miss., on July 2 (see page 34). The West Tennessee R.R. (right) has adapted the old Norfolk Southern livery to its ex-Mississippi Central/ICG GP28 9441, shown at Trenton, Tenn.

KODACHROME: DAVID M. JOHNSTON

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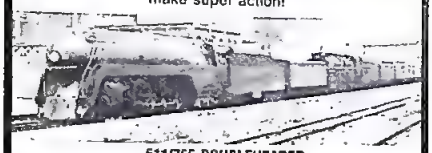

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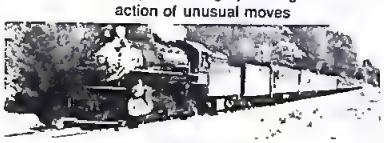

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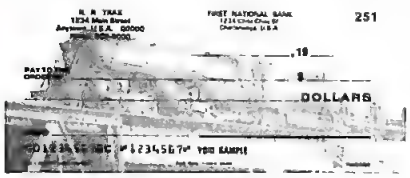

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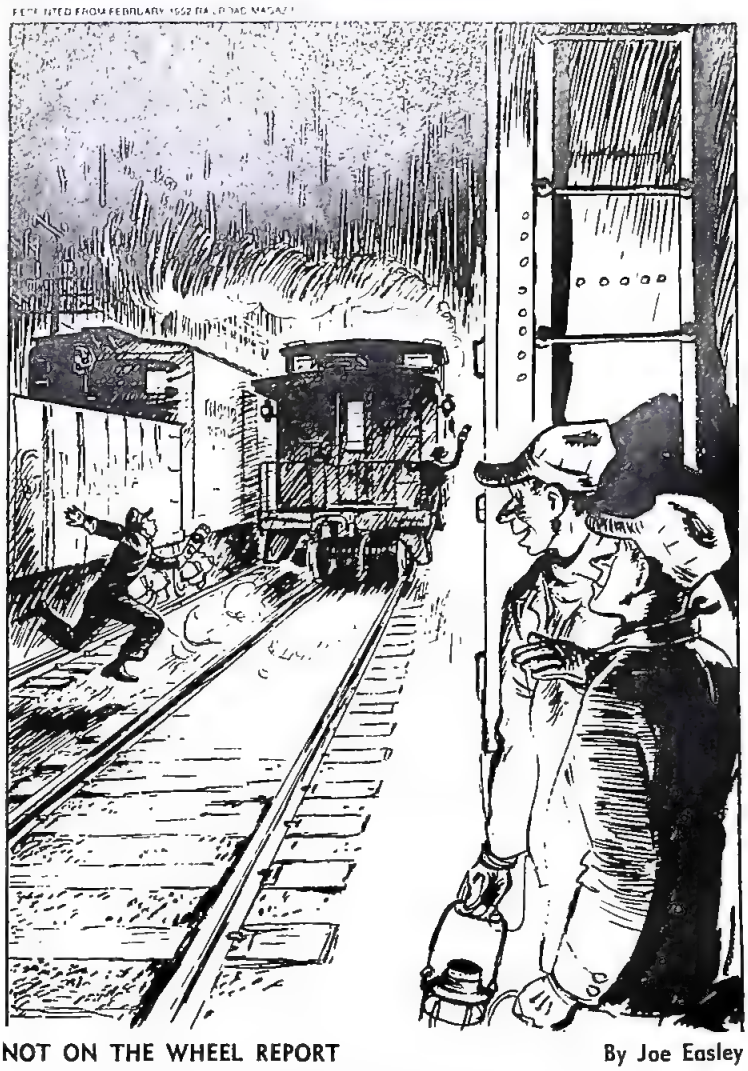

NOT ON THE WHEEL REPORT By Joe Easley

"Look at our smart-aleck student making for the wrong hack—hope he catches it!"

ing something. The tape showed the 1982 Salt Lake City run with the Challenger working hard and fast with a tremendous combination of sight and sound. Now, *that* looked like it would be worth the effort! At the time of this revelation I had already missed the October 20, 1984, Intermountain Chapter NRHS trip that found the 3985 making movie runs in a snowstorm on Sherman Hill, but I might be able to swing a spring 1985

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trip to Denver for the Memorial Day Weekend run to Laramie.

Amtrak fans might blanch, but it was airline deregulation and PeopleExpress that made the trip possible. The one-way air fare to Denver was down to $89, so I scheduled my trip and made my reservations over a month in advance. With Peoples', you buy your ticket on the plane, and I felt a bit insecure with nothing more than a voice on the telephone promising that I had a rate and a seat. Then came the United Airlines strike. A week ahead of my departure date, I called Peoples' to confirm my reservation.

"Yes, sir, you are confirmed in both directions," came the comforting reply.

"Does that $89 fare still hold?"

"Uh, no sir, that has been changed."

Uh-oh, here it comes.

"That's now an off-peak fare of $55 for the Denver flight. It's $69 for the return."

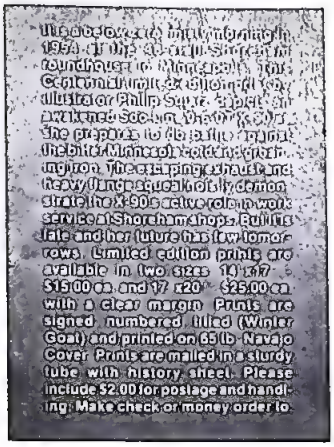
PeoplExpress just made a convert.

R&R contributor Chip Sherman checked with his friends in the Rocky Mountain Railroad Club and snagged me a "standee" ticket, although all the 440 reserved seats had already been sold out. The fare was $75, and after the trip I can confirm that it was worth every penny of it.

Aside from the cab ride, I asked for no special favors, and the article on page 38 describes a trip that any ticket-holder could experience. I took my chances in the photo lines just like everyone else and ended up with nine people-less runbys.

Although we had done extensive features on the Challenger in the past (September 1981 and January 1983 issues), I never had the oportunity to become personally acquainted with the people running the UP steam program. Based upon a couple of letters from him razzing me about my passion for SP *Daylight* 4449, I decided Road Foreman Steve Lee would be the man to talk to. We made an appointment to see him in his Cheyenne office on the Friday before the fantrip. I knew I was in friendly territory when I learned that Lee had come to the UP from the Illinois Central and was another admirer of their 2600-class 4-8-2s.

Steve Lee is a big man with a sharp sense of humor and an obvious commitment to professional railroading. Having been with the Challenger project since 1980, he is described in the new Botkin-Hill-Kindig book (see page 22 as being, "responsible for the safe operation of the locomotive and compliance with all operating rules of the railroad." As I later observed in the cab of 3985, Lee and the UP crew are all business when they are on the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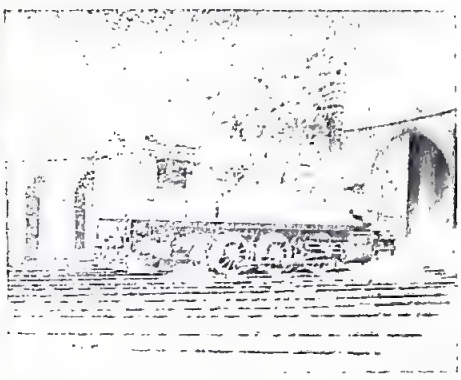

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road. The cab and the entire operation was the most thoroughly "professional" that I have observed in recent years--professional doesn't necessarily mean cold or hard-nosed, for the UP crew was friendly and courteous while obviously paying attention to the work at hand.

Also in Lee's office that Friday was Lowell Turner, UP director of operations, projects & services. He is the man responsible for essentially everything behind the tender, the UP's man in charge of passenger equipment scheduling and operation. He is fortunate in having the resources and support to do things right. The Denver fantrip consisted of ten coaches, two baggage cars, a coach dome and a lounge car with an attendant and wet bar. The condition of the equipment, both inside and outside, was superb. The floors, seats and windows were clean, and the air conditioning and toilets functioned properly. It was a fine train for a fantrip and one that would impress customers, stockholders and employees on the numerous other occasions where it is used, such as Family Days or civic affairs.

The UP is the only steam program around today where there is a sharp separation between the operating personnel and the maintenance team. When he's not handling special events, Steve Lee is supervising operations of piggybackers and drags over Sherman Hill—he knows his railroad and what makes it tick. In Cheyenne, the steam locomotives are in the care of full-time employees, and judging by their condition and performance, the engines are in good hands. Art Lockman is the foreman of the steam maintenance crew, assisted by machinist Ed Glaser and boilermaker Ron Tadke. We didn't have the opportunity to get to know the shop crew on this trip, so we'll have to get their story the next time.

Of course, none of this would be possible without support from the top, and the final authority for the UP steam program is Chairman John C. Kenefick. It was he who kept the "844" on the roster in 1960 when everything else was being retired, making the UP

ROAD FOREMAN STEVE LEE has just brought UP 4-6-6-4 3985 into Laramie on May 26; the grime and goggles are a real part of the job.

the only Class 1 railroad today to have an uninterupted record of continuing steam operation.

Incidentally, there have already been some changes in the operating crew. Tom Stuart has returned home to Ogden and a regular job in a diesel cab. Fireman Jim Duncan has now taken over Stuart's position on the locomotive staff, and Fred Bithell from Las Vegas, manager of operating rules, has joined the crew. General Superintendent of Locomotives Keith Staples took his retirement this summer, and Jim Hope from the Missouri Pacific has taken over his position.

Giving credit where it is due, Steve Lee gives the two Denver clubs high marks for their own professionalism. Both the Intermountain Chapter NRHS and Rocky Mountain Railroad Club have demonstrated that they can plan, organize, sell and execute some excellent excursions.

As autumn approaches, the steam crew is planning to take the 8444 to Omaha in September for the River City Roundup, and the Intermountain Chapter reports that their October 19 Challenger trip is already sold out. The Rocky Club is negotiating to schedule

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their annual spring trip with [illegible] early in May to avoid conflict with [illegible] to take 8444 to Vancouver. It [illegible] will be another banner year for [illegible]

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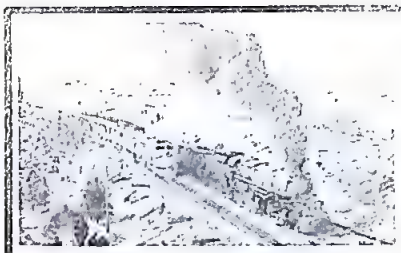
If you liked our tugboats, you'll love our railroad-owned airliners. At least we hope so. Though we are not about to make a habit of it, we're not too concerned about running an aviation feature in R&R, for we have found that most railfans are also interested in the likes of P51s, C54s, F14s and 747s—and only the most diehard NARP'er would think the Blackbird was an overnight train on the KCS.

While he was preparing his article on Santa Fe Skyway, Dave Lustig was struck by how much the airline scene has changed since the mid-1940s. He observes: "Railfans lament, and rightly so, that time has inflicted changes on the railroads. Gone are many favorite companies, locomotive builders and routes. But consider, if you will, the plight of the veteran airplane-watcher.

"Douglas Aircraft Corporation, builder of the Santa Fe Skyway fleet, is no more; it was absorbed by McDonnell Aircraft and now goes under the name McDonnell-Douglas Corporation. The two plants, in Santa Monica and Chicago, where the Santa Fe planes were built, are long gone. Los Angeles Municipal Airport is now Los Angeles International, and except for one building held for historical purposes, is totally unrecognizable from its 1940s appearance. The airport where the original Skyway C47 rebuilder was located, Grand Central Airport in Glendale, Ca., no longer exists; all that is left is the building which housed the tower, now sitting in an industrial park.

"The first two customers of Santa Fe Skyway, Fred Harvey and Lamantia Brothers Arrigo Co., are still in business, though Fred Harvey is now part of Amfac Corporation and no longer associated with the Santa Fe.

"The NC numbers, once used to identify civilian aircraft in the U.S. are now obsolete, replaced with just the letter N. The Civil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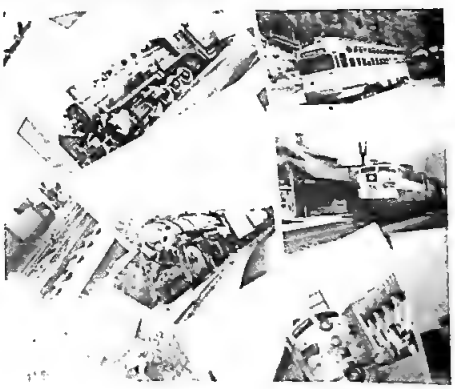

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Airplanes change, too

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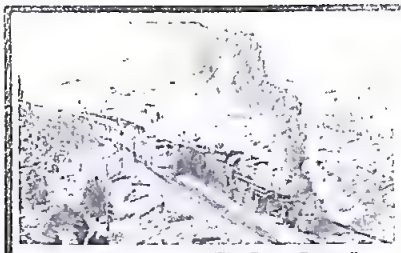
While he was preparing his article on Santa Fe Skyway, Dave Lustig was struck by how much the airline scene has changed since the mid-1940s. He observes: "Railfans lament, and rightly so, that time has inflicted changes on the railroads. Gone are many favorite companies, locomotive builders and routes. But consider, if you will, the plight of the veteran airplane-watcher.

"Douglas Aircraft Corporation, builder of the Santa Fe Skyway fleet, is no more; it was absorbed by McDonnell Aircraft and now goes under the name McDonnell-Douglas Corporation. The two plants, in Santa Monica and Chicago, where the Santa Fe planes were built, are long gone. Los Angeles Municipal Airport is now Los Angeles International, and except for one building held for historical purposes, is totally unrecognizable from its 1940s appearance. The airport where the original Skyway C47 rebuilder was located, Grand Central Airport in Glendale, Ca., no longer exists; all that is left is the building which housed the tower, now sitting in an industrial park.

"The first two customers of Santa Fe Skyway, Fred Harvey and Lamantia Brothers Arrigo Co., are still in business, though Fred Harvey is now part of Amfac Corporation and no longer associated with the Santa Fe.

"The NC numbers, once used to identify civilian aircraft in the U.S. are now obsolete, replaced with just the letter N. The Civil



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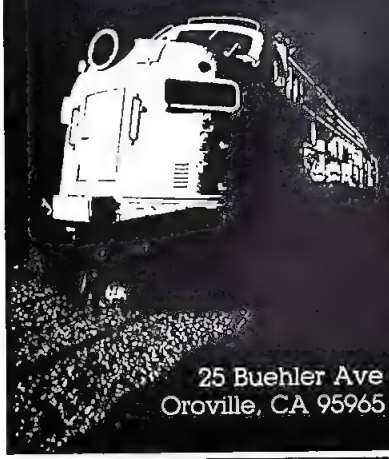

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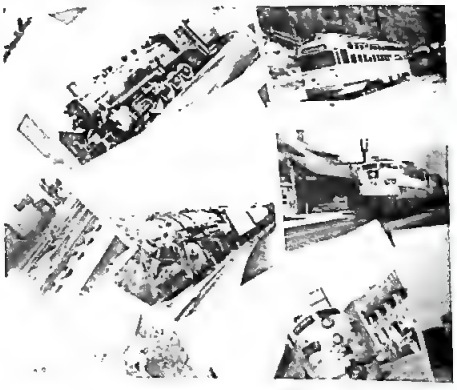

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ANNOUNCEMENTS

SOUTH CARVER, Edaville Railroad Railfan Weekend and Collectors Flea Market, June 15 & 16, 1985. Edaville, Rte 58, 10am to 5:30pm Adults $6.00, children $3.00, under 3 free. John Bryden, Edaville, PO Box 7, So. Carver, MA 02366, 617-866-4526. 1185

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JANUARY 4-5, 1986: Atlanta, GA. New Years Show, Cobb County Civic Center, Marietta, Sat. 10-6, Sun. 10:30-4:30. Adults $2, both days $3. Under 12 free. Tables $30 each. Information: Boxcar Annie's, Box 335, Centerville, GA 31028. 186

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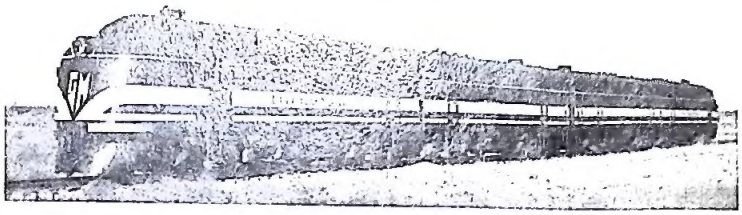

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Aeronautics Board, which ruled against the Santa Fe, ceased being a governing authority on December 31, 1984. And, of course, C47s and C54s are as rare as 2-8-0s and 4-8-4s. The press does not come out for celebrities or starlets at any airline or railroad function, and, indeed RKO Studios is out of business.

"And you thought only the railroads had changed."

Though he could not confirm it, Dave thinks one of the Santa Fe Skyway C54s is still flying . . . in Argentina. "Oh, well," he notes, "at least with this article nobody will be able to complain about too many Jim Boyd photos."

Volume 5

It is a quirk of the calendar and the timing of RAILFAN'S creation that each new "Volume" number comes up with the November issue every two years. At the beginning of the "Christmas rush," this has long been an editorial irritation, since it forces the index into the middle of one of the two most tightly-packed issues of the year. It is also inconvenient in that the volumes slop over three calendar years. To help remedy these situations, Volume 5 will contain 13 issues, with this one being Volume 5 Number 13. Volume 6 will begin with the January 1986 issue, so our volumes will henceforth cover even years. To avoid crowding the heavy January issue, the index will be shifted to issue Number 2 of each new volume, in this case the March 1986 issue.

Jim

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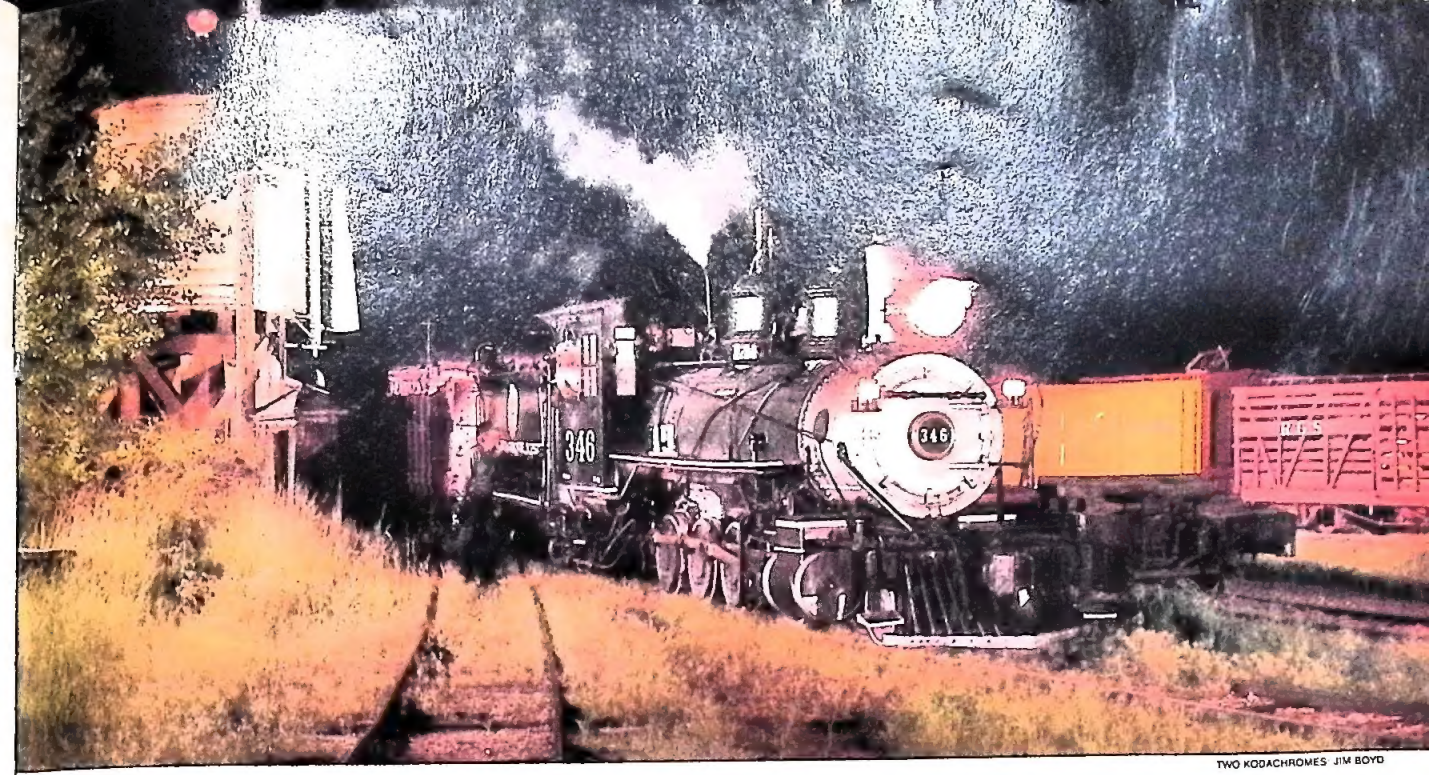
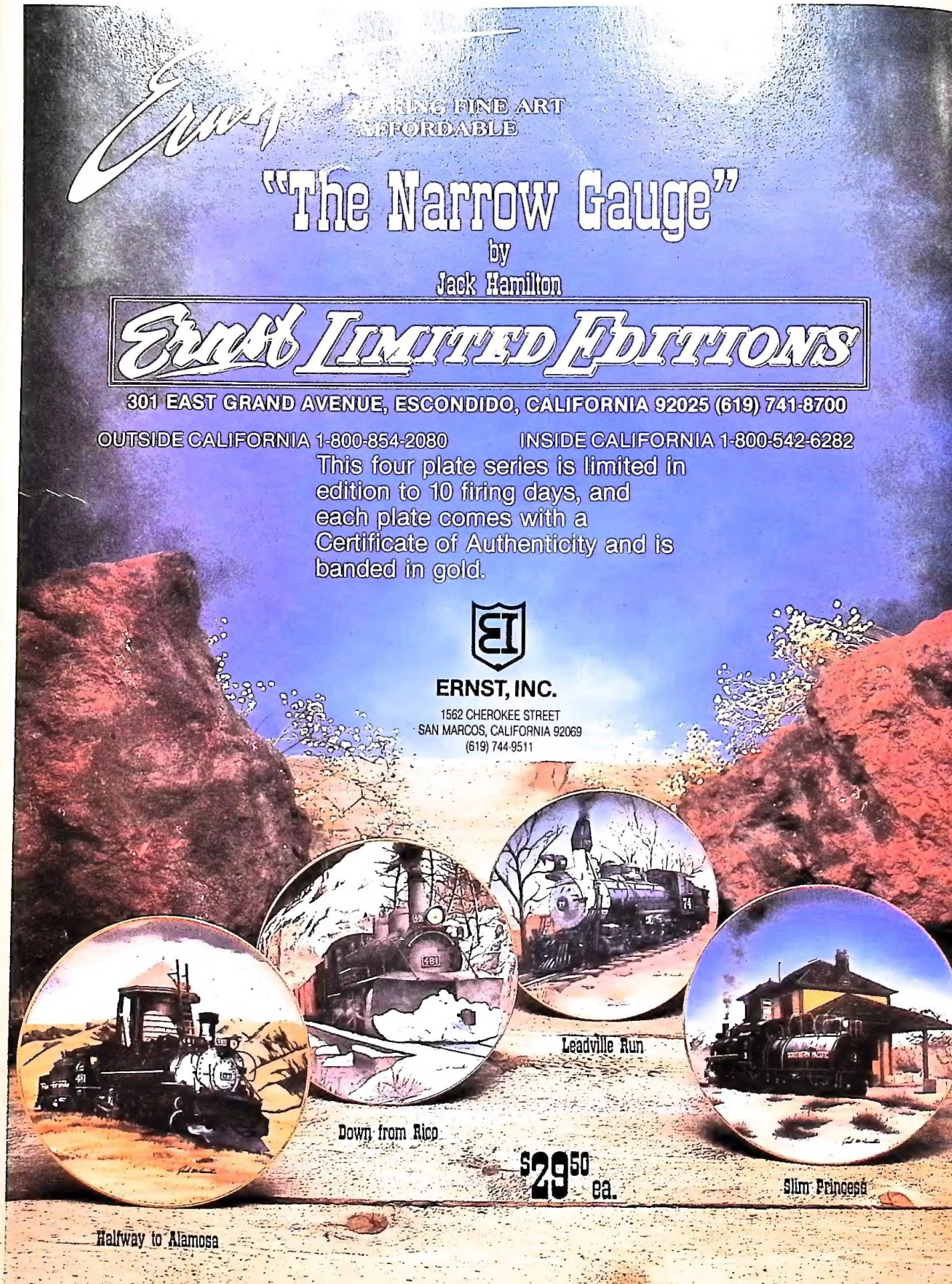


TWO KODACHROMES JIM BOYD

THE COLORADO RAILROAD MUSEUM offered to keep an engine hot and a crew on hand for a night photo session on May 25, the evening before the UP 3985 fantrip. Engineer Dirk Ramsey and the crew posed with D&RGW C19 346 for two dozen photographers.

ON THE RAINY NIGHT before its dedication to the memory of Allentown railfan John Scharle, RS3 1554, owned and restored to its CNJ livery by the Hawk Mountain Chapter NRHS, posed at Jim Thorpe, Pa., with two visitors on July 26, 1985.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